

FLORIDA

Highways



Official Publication of

State Road Department---Highway Patrol---County Commissions

VOLUME 11
NUMBER 5

APRIL 1943



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Some Press Comment on The Legislative Message

FLORIDA NEWSPAPERS generally received Governor Holland's message to the 1943 legislature with a feeling of confidence in the chief executive and his ability to diagnose the State's ills and provide proper remedies.

Some of the newspaper comment, trimmed from extensive editorials on the message, follows:

TARPON SPRINGS LEADER—Governor Holland has proven himself to be a sound financier and doubtless ways and means will be found to meet this deficit.

FLORIDA TIMES-UNION—Floridians will find reassurance in the foresight of their governmental leadership in analyzing a situation and planning, as far as it is humanly possible, to cope with the unexpected.

TAMPA TRIBUNE—Governor Holland's biennial report to the legislature is voluminously comprehensive. . . Each sentence is founded on bedrock fact. . . His frankness will commend itself to taxpayers and lawmakers. His recommendations unquestionably are the result of deep thought and sincere conviction.

TAMPA TIMES—Observers report the usual legislative confusion is vastly reduced. . . Those who have seen, in the past, the first two weeks of sessions roll by with nothing of importance done were amazed that so controversial an issue as the constitutional amendment against the closed shop could reach the floor of the House in the opening week.

FORT MYERS NEWS-PRESS—Governor Holland has taken a middle course between the high, wide and handsome tactics of organized education and the chinchy attitude of organized property interests which are trying to hamper the schools in order to force a sales tax. Should either side have full sway the ad valorem system would be wrecked and new taxes would flood the State. If the governor's advice is followed, that can be avoided.

MIAMI HERALD—The governor's message was a reasoned and exhaustive analysis of the State's wartime problems supported by definite legislative proposals to cope with them. . . The message was characterized by a humane regard for the groups who are to a degree wards of the State—those maintained by old age assistance, the blind and dependent children. The legislature must not let them be crushed under the wheels of wartime exigencies.

ST. PETERSBURG TIMES—The governor, like a good doctor, not only diagnosed the ills but prescribed workable remedies. . . We think the governor has handed a real challenge to the legislature, not only to meet the immediate State problems, but also to act masterfully in helping us meet the problems and opportunities that are sure to come our way after the war. . . It is now, in 1943, that the ground work can be laid for a progressive and prosperous Florida in the post-war world. It is as important a problem as any other in the State today.

ADVERTISERS' INDEX

A. Duda & Sons.....	30	Kuder Citrus Pulp Company.....	40
Alcoma Association.....	22	Lake Alfred Packing Co.....	18
Allen Brothers.....	28	Lakeland-Highlands Cooperative.....	18
Alton Moore Motors, Inc.....	40	Lamar Hotel.....	42
American Machinery Corporation.....	42	Lenfestey Supply Co.....	37
Armco Drainage & Metal Products Co., Inc.....	44	M. C. Caddell, Contractor.....	47
Associated Concrete Pipe Co.....	38	Magnolia Bar & Cafe.....	49
Avery Inn.....	50	McCormick, B. B. & Sons.....	45
Bailey Motor Equipment Co.....	42	McDonald Fruit Corporation.....	28
Ballenger Construction Co., In. F. Cover Bay Line.....	48	McIntosh, B. D.....	43
Birmingham Slag Company, In. F. Cover Bordo Products Company.....	30	McLean Iron Works.....	In. F. Cover
Bray, M. R.....	35	Medlock Tractor Co.....	43
Browder, Son & Co., D. H.....	39	Mexican Petroleum Corporation.....	50
Brown Transfer & Storage.....	37	Miami Parts & Spring Co, Inc.....	38
Burgman Tractor Equipment Co.....	O. B. Cover	Midyette-Moor.....	48
Carroll, Lewis.....	43	Miller Machine Co.....	42
Cash & Carry Lumber Co., Inc.....	40	Mills Rock Company.....	35
Central Oil Company, Inc.....	8	Minneola Growers Packing Co.....	22
C. H. Turner Company.....	49	Moore, Alton L.....	40
Clewiston Motor Company.....	O. B. Cover	Motor Fuels Transport, Inc.....	8
Cobb Construction Company.....	36	Mount Dora Growers Cooperative.....	43
Coggin & Deermont.....	8	Murrah, L. A.....	42
Cogswell, A. R.....	45	Naranja Rock Co. Inc.....	37
Connell & Shultz.....	In. B. Cover	National Trailways Bus System.....	6
Consumers Lumber & Veneer Co.....	43	New Florida Hotel, The.....	41
Copeland Bros. Sausage.....	35	Noling & Church, Inc.....	22
Craggs Construction Co.....	In. B. Cover	Noonan Construction Co.....	16
Crenshaw Bros. Produce Co.....	35	Ogden, M. B.....	45
Daniels & Son Transfer.....	37	Oolite Rock Company.....	38
Davis Causeway.....	6	Orlando Citrus Growers Ass'n.....	28
Di Giorgio Fruit Corporation.....	22	Orlando Transit Co.....	42
Dothan Ice Cream Co.....	6	Overseas Transportation Co. Inc.....	6
Dowling & Camp, Inc.....	5	Pasco Packing Association.....	O. B. Cover
Duey-Mitchell Motor Co.....	41	Paterson-McInnis Lumber Co.....	39
Dunn, A. L.....	48	Paul Smith Construction Co.....	37
Dunson Bros Truck Line.....	16	Pensacola Coach Company.....	18
Drainage Machinery & Supply Co.....	38	Petroleum Carrier Corporation.....	46
Eagle Lake Growers, Inc.....	30	Plymouth Citrus Growers Ass'n.....	28
Epperson & Company.....	36	Polk Packing Association.....	40
Express Garage.....	36	Purpura Bros., Inc.....	30
Faulk & Coleman.....	8	Quinn R. Barton Company.....	46
Fidelity Storage & Warehouse Co.....	41	Rand's Complete Service.....	50
Florida All-Bound Box Company.....	30	Ray-Brooks Machinery Co. Inc.....	8
Fla. Citrus Cannery Cooperative.....	5	Ray, Wm., Contractor.....	8
Florida Contracting Company.....	36	R-C Motor Lines, Inc.....	44
Floridan Country Club.....	35	Respass Engraving Company.....	44
Florida Crushed Stone Co.....	41	Robert J. Dill, Contractor.....	47
Florida Fruit Cannery.....	22	Robinson Lumber Co.....	49
Florida-Georgia Tractor Co.....	18	Ro-E-Gains Fruit Company.....	24
Floridagold Citrus Corporation.....	39	Rutherford Lumber Co, Inc.....	37
Florida Insecticide Company, In. B. Cover		San Carlos Hotel.....	48
Florida Motor Lines.....	46	San Juan Hotel.....	42
Florida Motor Service.....	44	Seabrook Hardware Co.....	49
Florida Portland Cement Co., In. B. Cover		Seminole Rock & Sand Company.....	38
Florida Sand & Excavating Co, Inc.....	45	Service Transfer & Storage.....	37
Fogarty Bros. Transfer, Inc.....	37	Shelley Tractor & Equipment Co.....	38
Frierson's Tire Service.....	43	Shelley Tractor Equipment Co.....	O. B. Cover
Ft. Myers Builders Service.....	36	Sherman Concrete Pipe Co.....	47
Fuller Music Co.....	16	Sherrill Oil Company.....	48
Georgia Crate & Basket Co.....	49	Silver Springs.....	39
G. Ferlita & Sons, Inc., Dis.....	16	Sorrells Bros. Fruit Co.....	40
Glen St. Mary Nurseries.....	5	South Lake Apopka C.G.A.....	28
Glenn S. Slaughter & Co.....	39	Southern Fruit Distributors, Inc.....	24
Gould Welding Co.....	35	Southern Liquid Gas Co.....	49
Great Southern Trucking Co.....	47	Spencer Lumber Company.....	50
Gregg Maxey, Inc.....	5	Square Deal Fruit Co.....	18
Goethe, P. B.....	43	Standard Wholesale Grocery Co.....	38
Grower's Marketing Service, Inc.....	30	Stewart, Charles A., Company.....	28
Hakes, L. E.....	44	Sun-Dine Company, Inc., The.....	41
Hardaway Contracting Co.....	8	Sunny South Packing Co.....	40
H. & W. B. Drew Co.....	45	Sunrise Motor Company.....	37
Hillsborough Packing Co.....	35	Tampa Lumber & Creosoting Co.....	36
Holland Lumber Company.....	49	Tampa Stock Farms Dairy.....	36
Hooper Construction Co., In. F. Cover		Taylor's Service Station.....	41
Hotel Marie-Rose Room.....	50	Thomas Lumber & Mfg Co.....	8
Hotel Marion.....	39	Tom's Toasted Peanuts.....	48
Huck Paint Co., Inc., M. O.....	44	U. S. Phosphoric Products.....	28
Hunt Bros.....	41	Valencia Garden.....	36
Huppel, Al.....	41	Waverly Growers Cooperative.....	30
Ingram, J. M., Fruit Corp.....	30	Wells, J. W. Lumber Co.....	16
I. W. Phillips & Co.....	35	Wiggins, Charles B.....	40
J. H. Churchwell Co.....	44	Williston Shell Rock Co.....	In. B. Cover
Joe's Tire Shop.....	38	Willis Music Company.....	16
J. V. D'Albora Company.....	37	Winter Garden Citrus Growers Ass'n.....	24
K & L Transportation Co.....	44	Wohl, Louis, & Sons.....	35
Kennelly Transfer & Storage Co, Inc.....	45	Wolfe Construction Co, Inc.....	45
		Wood-Hopkins Contracting Co., Inc.....	44
		Woodstock Slag Corporation.....	46

Transactions of Meeting of Florida State Road Department

HELD IN OCALA MARCH 22

The State Road Department of Florida held a regular meeting at Ocala, on March 22, 1943, with the attendance of the following members and officials:

Thos. A. Johnson, Chairman; Jack F. Townsend, James R. Stockton, O. G. Lindsey, C. Fred Ward, Members; H. H. Bas-kin, Secretary; L. A. Fraleigh, Jr., Assistant Secretary; J. H. Dowling, State Highway Engineer; L. K. Cannon, Assistant Highway Engineer; W. A. Kratzert, Maintenance Engineer; E. S. Fraser, Bridge Engineer; J. W. Allen, J. R. Slade, H. H. McCallum, N. S. Emery, P. L. Hosk-kins, Division Engineers; T. M. Shackle-ford, Jr., Attorney, R. W. Erwin, Jr., Pat Shannon, Assistant Attorneys; R. J. Wa-terston, Jr., Auditor.

APPROVAL OF MINUTES

On motion of Mr. Ward, seconded by Mr. Lindsey, the minutes of the meeting held at Tampa on February 25 were ap-proved.

SN-U-FA 107-DFGH(1) 4-A Dade & Monroe

1 Used 10-Ton 3-wheel roller.....
3 Used 10-10 3-wheel roller.....
1 New 210 Cu. Ft. Portable Air Compressor

1371 SN-FA 175 G(2) &
SN-FAGM 275-B(1) (ON)8-A
1365 FAGM 170-A(2) (OFF)2
1438 SN-FA 167-F(1)3

TEMPORARY CLOSING OF ROAD 140 IN BREVARD COUNTY

On motion of Mr. Ward, seconded by Mr. Stockton, the following resolution was adopted:

WHEREAS, on the 20th day of March, A. D. 1943, the State Road Department of Florida received from the State Defense Council of Florida, a certificate, the exact contents of which are as follows:

STATE OF FLORIDA

COUNTY OF LEON—SS

Under authority of Chapter 20674, Laws of Florida, Acts of 1941, the State Defense Council of the State of Florida has deter-mined and does hereby certify that:

1. The following described right of way of Florida State Road 140 in Brevard County, State of Florida, to wit:

A strip of land 100 feet wide extend-ing 50 feet each side of the center line of the pavement or grade of State road number 140, as built, said road being in Brevard County, Florida, and being located on the Barrier Ridge between Banana River and the At-lantic Ocean, the center line of said road being more particularly described as follows: For point of reference commence at the corner common to Secs. 14, 15, 22, and 23, T. 26 S., R. 37 E., and run thence S 0 degrees 53' 30" E. a distance of 1334.25 feet to an iron pipe located at the SW corner of the NW¼ of the NW¼ of Sec. 23 aforementioned; run thence N. 89 de-grees 16' E. along the southerly bound-ary of the northerly ¼ of said Sec. 23, a distance of 2805.75 feet to a point in the center of the pavement on said abovementioned road for point of be-ginning.

From the point of beginning thus de-scribed run along the center of the pavement or the center of the grade of said road N. 7 degrees 59' 20" W.

WELCOME FROM MARION COUNTY

Messrs. Horace Smith, Secretary of the Ocala Chamber of Commerce, and R. B. Meffert, Chairman of the Board of County Commissioners, extended a welcome to Ocala and Marion County and a wish for a pleasant stay there. They were accom-panied by W. A. Smart, W. C. White, R. W. Oxner and C. E. Hood, County Com-missioner, Senator Wallace Sturgis, Car-lyle Ausley, County Clerk, and John E. Walker, County Engineer. Mr. Smith in-vided the Department to hold another meet here, preferably the Budget Meeting of 1944.

APPROVAL OF MEMBERS' EXPENSE ACCOUNTS

On motion of Mr. Lindsey, seconded by Mr. Ward, the following expense ac-counts of members were approved and ordered paid:

Ward—January\$50.80
Ward48

MATERIALS

Tr. Str. Tbr.
Tr. Tbr. Pile
Dynamite, etc.

EQUIPMENT

Epperson & Co.....\$ 3,700.00
Epperson & Co. 11,100.00
Epperson & Co. 3,436.00

Lake
Sumter
Orange

a distance of 1344.64 feet to an angle point in said road; run thence N. 8 de-gree 12' 10" W. a distance of 3732 feet to a second angle point in said road; run thence N. 7 degrees 40' 20" W. a distance of 1109.37 feet to a point of curve in said road; run thence along the arc of a curve concave to the E. and having a radius of 5729.65 feet, a chord distance of 699.6 feet to a point of tangency, the bearing of the aforementioned chord being N. 4 de-grees 10' 20" W., run thence N. 0 de-grees 40' 20" W. and tangent to the abovementioned curve, a distance of 300 feet to a second point of curve; run thence along the arc of a curve concave to the W. and having a radius of 5729.65 feet, a chord distance of 724.55 feet to the point of tangency of said curve, the bearing of the afore-mentioned chord being N. 4 degrees 17' 50" W. run thence tangent to the above mentioned curve N. 7 degrees 55' 20" W. a distance of 150 feet to a point on the line dividing Government Lots 3 and 4, Sec. 11, T. 26 S., R. 37 E., said government lot line aforemen-tioned being the southerly boundary of the lands acquired by the United States of America by Declaration of Taking dated Oct. 30, 1939; run thence N. 8 degrees 03' 55" W. a distance of 10,670.42 feet to a point in the line dividing Government lots 3 and 4, Sec. 35, T. 25 S., R. 37 E., said Government lot line aforementioned being the northerly boundary of the lands ac-quired by the United States of Amer-ica by Declaration of Taking dated Oct. 30, 1939; run thence N. 8 degrees 30' 05" W. a distance of 150 feet to a point of curve; run thence along the arc of a curve concave to the W. and having a radius of 5729.65 feet, a chord distance of 467.81 feet to the point of

Ward—February 61.65
Ward 4.42
Lindsey—January 26.15
Lindsey 5.90
Lindsey—February 21.30
Lindsey 11.40

APPROVAL OF CONTRACTS AWARDED

On motion of Mr. Lindsey, seconded by Mr. Ward, the following resolution was adopted:

WHEREAS, pursuant to due advertise-ment, the Department did on certain dates as hereinafter indicated receive bids for the furnishing of certain materials and equipment, as hereinafter listed; and

WHEREAS, the firms hereinafter named were and are hereby declared to be the lowest responsible bidders therefor,

NOW, THEREFORE, BE IT RESOLV-ED, that the action of the Chairman in awarding the contracts hereinafter listed be and the same is hereby approved, which said contracts are as follows:

Miami Wood Tr. Co.....\$39,772.15
Miami Wood Tr. Co..... 2,737.50
So. Fla. Dynamite Co..... 14,039.25

APPROVAL OF SUPPLEMENTAL AGREEMENTS

On motion of Mr. Ward, seconded by Mr. Lindsey, the following supplemental agree-ments were approved:

Cone Bros. Contr. Co....\$2,680.00 Decrease
Powell Brothers, Inc. .. 1,670.40 Decrease
Brinson Constr. Co..... 0.00 Decrease

tangency of said curve, the bearing of the aforementioned chord being N. 10 degrees 50' 27" W., run thence tangent to the abovementioned curve N. 13 degrees 10' 50" W. a distance of 300 feet to a second point of curve; run thence along the arc of a curve con-cave to the E. and having a radius of 5729.65 feet, a chord distance of 699.6 feet to the point of tangency of said curve, the bearing of the afore-mentioned chord being N. 9 degrees 40' 50" W.; run thence tangent to the abovementioned curve N. 6 degrees 10' 50" W. a distance of 1308.36 feet to an angle point in said road; run thence N. 3 degrees 54' 50" W. a dis-tance of 101.4 feet to a point where the center line of said road, as built, intersects the N. boundary of the lands acquired by the United States of America by Declaration of Taking dated April 19, 1940.

The above described parcel contained 50 acres, more or less, extends through the Banana River United States Naval Air Station which is a defense area ex-pedient to the promotion of State and National Defense and the War effort.

2. That it is expedient to the promo-tion of State and National Defense and the War effort that permission be granted to the Navy Department to divert civilian traffic from the above described right of way of Florida State Road No. 140, sub-ject however, to the following express conditions:

(1) The permission hereby granted is terminable at the pleasure of the State Road Department.

(2) The Navy Department, while exercising the permission hereby grant-ed, shall assume full responsibility for said right of way, shall regulate and police the same, protect any ci-

(Continued on page 49)

FOR OVER SIXTY YEARS WE HAVE
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ERS WITH THEIR REQUIREMENTS
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S - ave
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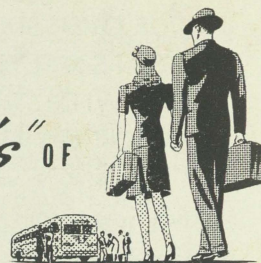
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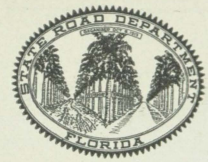
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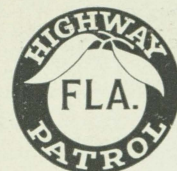
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Official Publication State Road Department—Florida Highway Patrol Florida Association of County Commissioners

Authorized medium of Motor Vehicle Division and other State departments.

VOLUME 11

APRIL 1943



NUMBER 5

J. E. ROBINSON
SAM ELLIS

Publisher
Editor

CONTENTS

State Road Department Minutes	3-49	Highway Patrol in Army, Too	19-44
Advertisers Index	4	Striking While Iron is Hot	20-42
Press Comment on Governor's Message	4	Citrus Industry Hitting Hitler	25
Editorial—The Party of Peace	9	Planning Board Recommendations	26
Florida Fourth Estate	10	Not A Dime More Than Needed	29-43
Going To Town For Victory	11-47	With County Commissioners	31-41
First Florida Road Built In 1565	14-47	1943 House Committees	32-43
It's All Done With Numbers	17-37-45	Capital Chatter	33-39
		Forestry Program Is Explained	34

A magazine of general circulation and general public interest dedicated to construction and improvement of Florida highways, to traffic safety, public education and all that these imply in the future development of Florida resources and possibilities. Not published at State expense. Manuscripts and pictures intended for publication should be addressed to the editor. Contributions of pictures and reading material are welcomed, but publisher accepts no responsibility for their loss. Permission is hereby given to newspapers and other publications to reprint material contained herein (unless specifically restricted in the title of the material), provided proper credit is given to Florida Highways. Subscription price, \$2.00 per year; single copies 25 cents. Published monthly and entered as second class matter July 11, 1941, at the postoffice at Winter Garden, Florida, under the Act of March 3, 1879.

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Address all correspondence to Florida Highways—not to individuals

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Bridges
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EDITORIALS

The Party of Peace

WE AGREE, heartily, with Governor Holland, Governors Prentice Cooper of Tennessee and Melville Broughton of North Carolina, Senator Claude Pepper, Speaker of the House Richard Simpson, and others who feel that any of the South's disagreements with the Roosevelt administration can best be settled within the Democratic party.

We disagree, thoroughly, with Governors Ellis Arnall of Georgia and Sam Jones of Louisiana, who, at a recent conference of Southern governors in Tallahassee, that Southern States could become politically doubtful in order to obtain more favorable consideration from the Washington government.

Our reasons: Florida tried it once in 1928, and there isn't one iota of evidence to show that any benefit accrued to this State or to the South. At that time Florida voters did not bolt the Democratic party in order to get anything they believed could be offered by the Republicans, but because they were disinclined to support a candidate whose religion was opposed to the preponderantly protestant State. If Republicans ever had an opportunity to demonstrate their gratitude for Southern support, it was in the four years beginning in 1928.

History proves those four years among the hardest in Florida—the stock market crash in 1929 ended the Florida “boom” leaving most Floridians with large sheaves of worthless contracts and no money. It was not until Roosevelt defeated Hoover in 1932 by a plurality of over 7,000,000 votes and brought order out of chaos by declaring his bank moratorium, repealing the 18th Amendment and passing the National Industrial Recovery Act that Floridians renewed their acquaintance with the outer fringes of prosperity.

It must be remembered that discriminatory freight rates, the greatest drawback to progress in the South, were instituted in the first place by Eastern big business represented by members of the Republican party. It must also be remembered that for 60 of the 72 years since the inauguration of Lincoln and the beginning of the War Between the States and the beginning of the Roosevelt administration, the government of the United States has been in the hands of the Republican party. Can anyone look back upon that period and find anything that party did for the South?

The South has some great leaders in the Congress. They are just reaching points of advantage from which they can insist upon the South getting just treatment in its efforts to assume its proper position in the Nation's industrial and commercial progress. Would it be more likely that they could secure this favorable treatment from a Republican administration, or from an administration composed of members of their own Democratic party?

There is another thing to consider at this time. It is whether a peace is to be consummated that will really make the world safe for those who love liberty and justice, or a peace that will have to be won again in 20 years by children yet unborn. Even those who might have been opposed to Wilson's program for world peace

now admit that we might not have had this war if his plans had prevailed. Everyone knows what wrecked them—a group of Republicans under the leadership of the late Henry Cabot Lodge who believed that isolationism was paramount and that this Nation had nothing to do with the safety of minorities, a set-up for Hitler's program of picking off small nations, one by one, until he gathered power to begin world conquest.

We must never again deny the principle, so aptly stated by Norman Angell, winner of the Nobel prize in 1933 for the most notable contribution to the problem of peace, who said:

“No nation in the modern world can possibly defend itself effectively against the form of violence most likely to threaten it unless it is prepared to take its part in the defense of others. By refusing to concern ourselves with the defense of others we make our own impossible.”

Sumner Welles, under secretary of state, in a Memorial Day address in the National Cemetery spoke of a situation which must never again be allowed to occur in these United States:

“These ninety thousand men, buried on the slopes of Arlington and in the fields of France where they fell in battle,” said Welles, “fulfilled their share of the bargain struck. Can we, the living say as much? Can we truly say, on this Memorial Day, that we have done what we, as a Nation, could have done to keep faith with them, and to prevent their sacrifice from being made in vain? * * *

“The people of the United States were offered at the conclusion of the last war the realization of a great vision. They were offered the opportunity of sharing in the assumption of responsibility for the maintenance of peace in the world by participating in an international organization designed to prevent and to quell the outbreak of war. That opportunity they rejected. They rejected it in part because of the human tendency after a great upsurge of emotional idealism to seek the relapse into what was once termed ‘normalcy.’ They rejected it because of partisan politics. They rejected it because of the false propaganda, widely spread, that our participation in a world order would incur the danger of war rather than avoid it. They rejected it because of unenlightened selfishness.”

This cannot happen again. While Florida, and the South, will always fight for what they believe is right in the way of favorable consideration of principles which will assist in this section's commercial and industrial development, their people will continue to believe in the party of peace, the Democratic party, which has had, and will always have under its policy, the leadership of peace and good will, freedom from want, freedom from fear and freedom of worship and free speech. This party must remain in power for the making of peace if we are to be assured of the general security promised by the Atlantic Charter and not have such ideals pushed into the background by isolationism and selfishness and what they will bring about 20 years from now—another war.



FLORIDA FOURTH ESTATE

Newspapers of Florida, in commenting on the 1943 legislative session, appear to be agreed that some new source of revenue is needed to take care of the aged and dependent and also to make up for lost revenue from race tracks which has formerly been going to counties. Some exceptions are found in the larger counties where there is sentiment against further taxation to provide money for counties in lieu of the race track money.

Presuming the shortage of \$3,500,000 in revenues necessary to the maintenance of essential State services, the Tampa Tribune says that the legislature's great problem is how and where to find the missing money.

"The Florida taxpaying public is bearing its share of the heavy burden of war taxation," says the Tribune. "The demands upon it for financial support of the war are unprecedented and inescapable.

"Thus burdened, however willing, the Florida taxpayer must and does expect sympathetic consideration of his condition by the lawmakers of his State, in session to devise ways and means for meeting the crisis in State finances.

"That doesn't mean that the Florida taxpayer is unalterably averse to paying more but he does and will object to paying more unnecessarily, for purposes unessential.

"He'll pay, and pay, and pay, if he is convinced that his money is needed to carry on the obligatory costs of government, but he will insist that these costs are stripped to the bare bones of absolute necessity, that they include not one item of superfluous, available, extravagant expenditure.

"So, if the legislature does put on increased or new taxation, it had better be able to show the taxpayer that it just had to be done—that there is no foolishness, frilliness, boondoggleness or wastefulness in any of it!

"We don't know what the legislature's plan of action or program of enactment will be in meeting its paramount problem. We do know that Governor Holland is going to do his utmost to point out the safe and sane way, the easiest way that the taxpayer, the people generally, can possibly travel."

Replying at newspapers which might advocate the abolishment of boards and commissions as a means of saving money for essential functions of the government, the Fort Myers News-Press, while admitting that many of them could be abolished, points to the fact that most of them are paid for by special taxation and that it would not be fair to take this money for a "general responsibility."

"... Abolishing these boards and commissions wouldn't net a thin dime for old age pensions and county aid," says the News-Press. "Not a single one of the bureaus mentioned is 'maintained by the public purse.' The revenue on which they

operate is obtained from fees paid not by the general public but by hotels, barber shops, milk dealers, etc. The fees are for services rendered—and much appreciated by the beneficiaries. If these services are to be abolished then the fees should be abolished, too. . . .

"If it costs less, for example, than 50 cents a head to give motorists the protection which they pay for when they take out a drivers' license, then they should be charged less. It is not fair to take 50 cents from them and then transfer a dime or any part of it to old age pensions or county aid. That is general responsibility and should be paid for out of taxes raised for general purposes, not by fees imposed for special services and justified only by particular benefits which thereby accrue."

Over in Pensacola, the News appears to be more concerned with the school situation and finds good news in the indication that a common ground will be found for settlement of what might have developed into a controversy during the session over school millages.

In commenting on Dr. Edgar L. Morphet's "minimum requirements" for schools article, the News says: "Educators have opposed such a limitation (Holland's proposal to limit millages due to full-value assessments) fearing that the schools will reach the situation which obtained before the new assessment law, when school revenue was insufficient to meet needs and there was no way to increase it from local sources.

"The article of Dr. Morphet, which lays down some of the requirements for a minimum school program, is held as a requisite to any effective limitation of school millages and may be the middle ground which will satisfy both the educators and the governor.

"In this time of necessary economy, because of heavy Federal tax burdens, administrators dislike to give local boards free range without any restrictions on taxes and this is what the situation amounts to now, except for the control of the comptroller and State superintendent of education.

"On the other hand, teachers and school executives do not want to be hamstrung by limits which will prevent needed school improvements."

Declaring that war conditions have caused a drop of \$10,000,000 annually in the rate of State revenues, but that economies effected will cut the amount to be raised by this session for essential services to about one-third of that figure, the Tampa Daily Times nevertheless claims that the "taxpayers have a right to expect the most exacting examination of all monies in the treasury before consideration is given even to any increase in rates of existing tax sources to meet the \$3,500,000 problem.

"... Finding the money needed is a small problem compared to the financial woes of some legislatures in recent years which had

to beat down great campaigns of sales taxers, then provide the sources of revenue to make the present system workable."

"Crackpot schemes for assistance to the aged and other needy persons no longer are stirring the people," says the Times. "Florida gives more to these people than any other State in the South and one of the reasons \$3,500,000 is needed is to assure them that the assistance will continue during the war under present rates.

"Sentiment for a general sales tax has been beaten down everywhere. The special interests that would have made this unfair principle the financial backbone of the State are not in hiding, but their influence is reduced."

The Times joins the Ocala Star and other newspapers in urging the set-up of the conservation commission as a constitutional agency for the fixing of seasons and regulations for catching of fresh and salt water fish.

"At long last Florida is going to approach the conservation and propagation of game from a broad, State-wide basis on which the commission should operate," says the Star. "If it is harmful to take game and fish out of season in one section of the State, it is harmful to allow hunting and fishing in another part of the State during what would be a closed season.

"The legislature, in writing the act to be requested by the governor, can vest in the commission such powers as will be appropriate and needful for it to function efficiently and in the public interest. The legislature can retain for itself such checks and balances on the commission as in its wisdom should be retained. The governor evidently wants that kind of a set-up and all true sportsmen should want it."

Although it says "let the people keep a wary eye on them (the legislators) and call them to order if they stray" from a straight path, the Orlando Sentinel does not appear alarmed over the session.

"We hope for the time being they will be governed principally by the advice of the governor who has wrested personally with all the heavy problems and who knows a good many of the holds and tricks of beating them," says the Sentinel.

"We like what the governor has had to say about financing and his desire to get by without raising taxes except in a minor and painless way to meet the shortage caused by the decline in specific revenues for specific purposes that have been cut off by the exigencies of war.

"Many lawmakers have expressed approval in general of the governor's ideas and proposals and while we are not advocates of any kind of legislative abdication, we see no reason why in times like these close and intelligent cooperation between legislative and executive may not be the very best policy."



The tobacco auction at Lake City, showing buyers inspecting lots of tobacco prior to the beginning of the auctioneer's chant made so familiar to radio listeners by the American Tobacco Company's program. Much of the tobacco which goes into cigarettes and cigars is produced in the north-central section of Florida.

Going To Town For Victory . . .

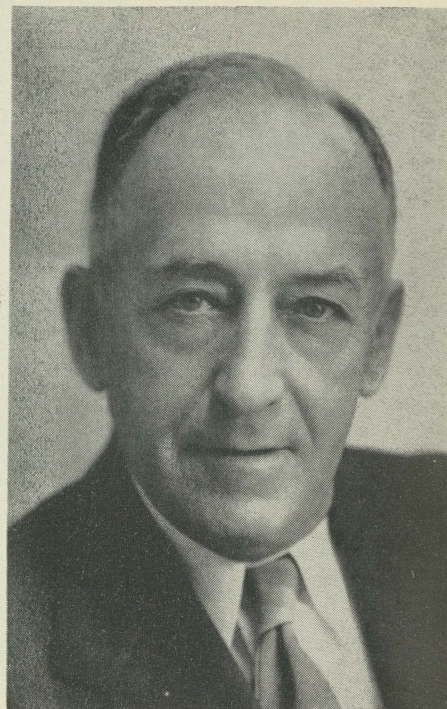
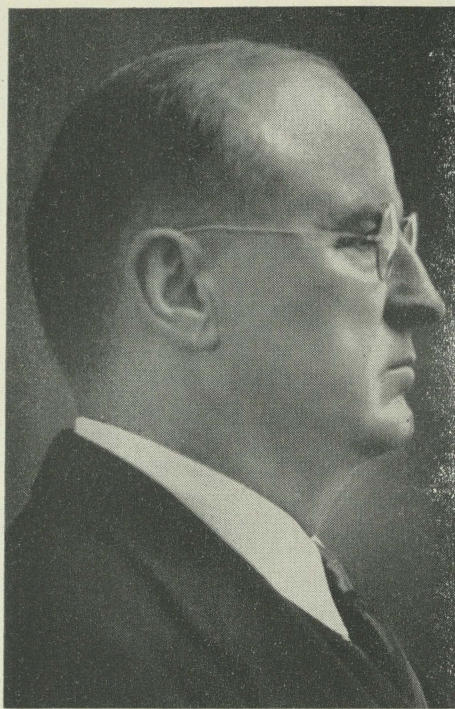
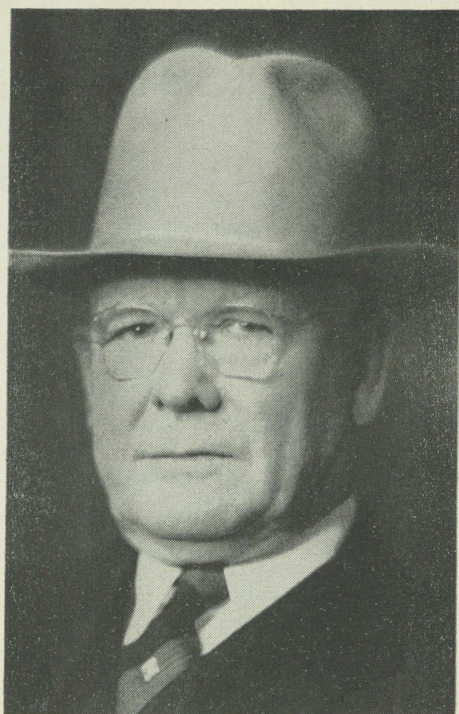
WHEN THE TERRIFIC impact of war first reached the American shores, many kinks in our distribution system had to be ironed out before we could operate efficiently as "an arsenal of democracy." Of course, that was only one phase of our period of preparation for actual combat, but it was a very important phase—and not the least troublesome part of that problem was the concentration and distribution of food for our armed services and our gallant allies.

William L. Wilson
Director, State Farmers' Markets

Fortunately, the demand for this type of service found a Florida agency already established which would fit aptly into the new concentration and distribution set-up. Florida's State farmers' markets were organized and equipped for the concentration of large

quantities of farm produce with lines reaching the important distribution centers, and the conversion of this State-wide agency from a peacetime to a wartime footing was quickly and efficiently performed.

For many months during 1941, the central office of the State Agricultural Marketing Board in Jacksonville, which has charge of the administration of State markets, served the purchasing officers of the Army and Navy, and producers as well, by clearing or-



Here are the men who run the State farmers' markets. They are, left to right, Commissioner of Agriculture Nathan Mayo, State Marketing Commissioner L. M. Rhodes and Director of State Markets William L. Wilson, author of the article herewith. With Governor Holland, the Commissioner of Agriculture and the State Marketing Commissioner constitute the State Marketing Board, authorized by the 1933 legislature to build markets and warehouses out of inspection funds of the Department of Agriculture.

ders for large quantities of Florida farm products. Often it was necessary, to meet the day's needs for fresh fruits and vegetables in training camps and other military establishments, for the director of State markets to canvass many markets in order to secure the total volume of products wanted.

With the actual beginning of war, direct buying offices were established by our military forces, and in some cases a certified State inspection service was inaugurated at State markets to facilitate open purchasing at these markets. Added demand for service through these markets gives Florida farmers greater opportunities for disposing of large and small lots of foods destined to feed our soldiers and sailors. This service is continually expanding as new needs arise, and the service is being constantly improved through experience gained in actual work.

The existence of a State market system ready and willing to step into the emergency of war, equipped for the work to be done, and possessing the all-necessary experience in the marketing of tremendous volumes of farm produce required to meet the demand, did not happen by chance. It is the result of long and careful planning by Florida's Commissioner of Agriculture, Nathan Mayo; and while the original purpose impelling that planning was to provide an adequate outlet for the State's many small growers as well as large, the basic idea, that of concentrating produce at well located central markets in sufficiently large volume to attract numerous competing buyers, is the system now favored by government officials to provide for the emergencies of war.

And the establishment of Florida's State market system was not an easy task. Like all innovations it encountered many difficul-

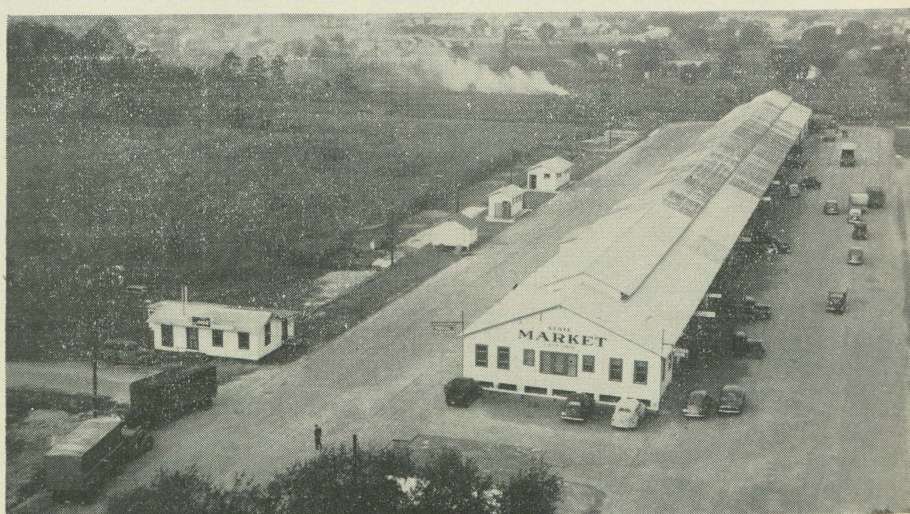
ties before its worth was proven—but the story of that phase of the birth of the system is better and more concisely told by Commissioner Mayo himself in his foreword to the first annual report published June 30, 1935, than I can express it. The report deals with the Sanford State Farmers' Market, then the only one in the system. In that foreword Mayo said:

"For a number of years it has been my desire to provide a marketing place in various sections of the State where producers could bring their products to be sold, under careful supervision, either to dealers who might take advantage of the opportunity to

make their purchase at this market, or to provide the cooperative system of selling to buyers in various parts of the country.

"I found this plan met with approval of all those with whom I had the opportunity to discuss it. It is not always easy, however, to inaugurate an innovation of this sort, which is a departure from the old customs, that have been practiced for many years. It has, for the most part, always been each for himself, it being difficult to secure worthwhile cooperation among those who are vitally concerned. This is a condition that seems to have always existed, and was no doubt due to the fact that there was no

This is the oldest market in the State system—the Sanford market. Picture was taken on an off day but frequently the entire parking space is taken up by cars of buyers and farmers.





The cattle auction at Arcadia, pictured above, is an interesting show for those who come to look and listen but a far more interesting one for those who come to bid and buy. At the right will be seen two hands in the air, both denoting a bid on the batch of cattle in the pen. Florida meat is becoming more and more important to the war effort and is now graded by United States inspection.

connecting link that would apply equally to all, between dealers and producers.

"The producer felt called upon to accept whatever offer was made him for his produce

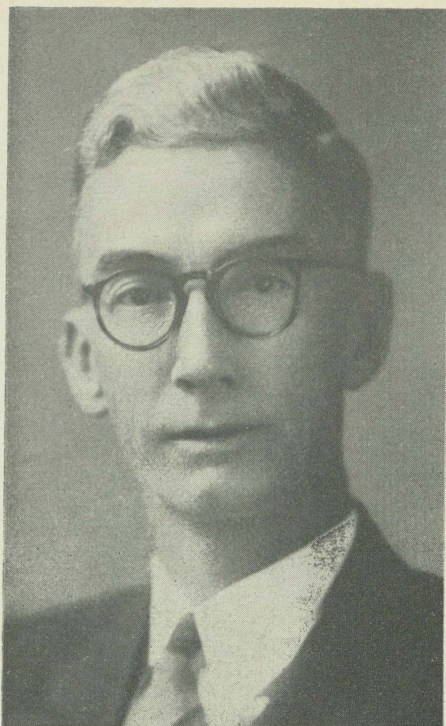
and the consumer had to pay whatever he was called upon to pay in order to receive these products. In most instances the compensation for the producer was very meager

and the cost to the consumer exceedingly high.

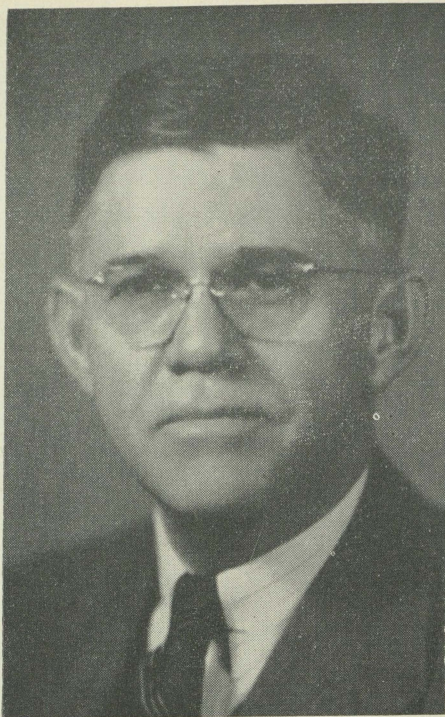
"At my request the State Legislature of
(Continued on page 47)

Below is pictured the farm produce market at Pompano where a traffic cop is necessary to handle the many cars which show up for the auctions. This market handles more than \$6,000,000 worth of farm produce a year.





THOMAS A. JOHNSON
Chairman



JACK F. TOWNSEND
Member



JAMES ROOSEVELT STOCKTON
Member

First Florida Road Built In 1565 . . .

FLORIDA'S ROAD-BUILDING history goes back to 1565—378 years—to the time Menendez de Aviles landed at St. Augustine, 52 years after Ponce de Leon found Florida while on a search for an island where, Indians told him there was a spring which would restore his youth.

The State's first road, and probably America's first built by white men, was from Fort San Marco at St. Augustine to Fort Caroline on the St. Johns River east of Jacksonville. It was being traveled more than half a century before the Pilgrims landed at Plymouth Rock and it is said that portions of the original right-of-way are still a part of the State's highway system, now State Highway No. 4 (U. S. No. 1) down the east coast.

The urge to build the first highway was the same as the urge to construct highways in Florida today—making accessible military posts for the protection of the country. Menendez knew that if he could make possible a quick shift of his forces from one point to another he could withstand the assault of any invading force.

When Spain established colonies at Pensacola and Fernandina and sought to civilize the Indians by importing missionaries to teach them, scattering the missionaries in missions in various parts of the new country, there was even more necessity for connecting highways and road building became one of the first activities of the colonists. As most of the missions were established between St. Augustine and Pensacola, the first highway of importance was between the two points. This later became known as the

Old Spanish Trail which later was extended across the southern part of the country to become the first transcontinental route in America. State Highway No. 1, from Jacksonville to Pensacola, follows this general route although modern traffic has necessitated shortening, widening and improving the original trail.

This old trail began at St. Augustine and crossed the St. Johns River at Picolata, skirted the southern shore of Lake Santa

Fe, through the country around High Springs, Fort White and thence to Monticello where it took up an almost directly westward course through Tallahassee, Marianna and on to Pensacola. The coming of the English divided the State into East and West Florida and the trail was neglected for many years until the country was settled by planters and it became Bellamy road until comparatively modern times.

King's Highway was the first road built

SKETCHES OF ROAD BOARD MEMBERS

Short sketches of the members of the Florida State Road Board follow:

JACK F. TOWNSEND

Home address, 302 Central avenue, Lake Wales. Born in Istachatta Sept. 3, 1887. Business, lumber and building materials. Member of Lake Wales Rotary Club. Education, high school and two years of college. Member of Baptist church. Hobby, fishing and farming. Served four years on city council when Lake Wales was first incorporated.

OVID G. LINDSEY

Home address, 1085 N. W. 48th Street, Miami. Born in Alabama April 13, 1886, resident of Florida 20 years. Business, investments. Member Masons, 32d degree, Shrine, Royal Order of Jesters. Education, public schools. Member Baptist church. Hobby, fishing. Served as chairman civil service 6 year, president Civil Service and Personnel Agencies State of Florida.

JAMES ROOSEVELT STOCKTON

Home address, 909 Arbor Lane, Jacksonville. Born in Jacksonville Dec. 31, 1893. Business, real estate, radio and hotel. Member Cap and Gown Club. Graduated Lawrenceville school 1911, Princeton 1916. Member of Episcopal church. Hobby, hunting.

C. FRED WARD

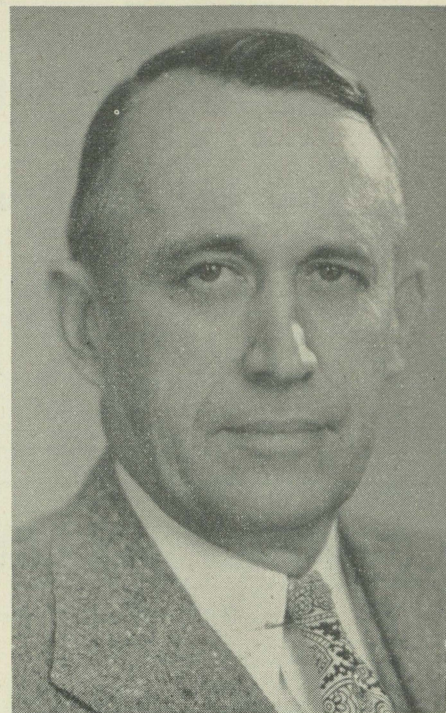
Home address, Winter Park. Born in Montpelier, Vt., Nov. 5, 1874, resident of Florida 63 years. Business, real estate. Member of Rollins College fraternities, Kiwanis Club, Chamber of Commerce. Academy education. Member Congregational church. Hobby, good roads. Was mayor and city manager Winter Park 1925-1930. State representative from Orange County 1929-1937, inclusive. Member Orange County Democratic Executive Committee.



OVID G. (Tex) LINDSEY
Member



C. FRED WARD
Member



H. H. BASKIN
Secretary

by the English (1762) and ran between New Smyrna and Coleraine, Georgia. This highway was necessitated as an avenue to the sea from plantations for the transportation of sugar, cotton and other produce. In Revolutionary times this highway was used to bring in colonists who sided with England and was the scene of many skirmishes. After the Colonies won their freedom England ceded Florida back to Spain, finding it impossible to hold the territory with its northern connections cut off. The change of ownership again caused neglect of highways. Establishment of the Republic of Florida (1812) and war with the Seminole Indians brought further neglect of transportation routes and it was not until the purchase of Florida (1821) that a real effort to establish a highway system was attempted. The roads built at that time were primarily for the use of military forces and connected forts used in the attempt to quell the Indian uprisings. Many of those old military roads are still in the State road system and are responsible for the early development of many sections of the State. The War Between the States, of course, saw deterioration of highways which were maintained only where they were of use to the military.

After the war Florida highways were slow to develop although much money was spent on them. Use of sand-clay, shell and marl for the repair of existing unimproved roads was about all that could be done for many years. Then the counties of the State assumed the greatest part of the burden of road building and it was merely by chance that any trunk lines sprang up.

In 1915 the then 52 counties of the State handled road construction, each being divided into five road districts, each under a commissioner. Each commissioner was re-

sponsible only to the people of his district, a situation that was bearable until the automobile came and residents wanted to go outside their own districts. Sentiment grew for some responsible administrative group which could be charged with the task of coordinating the efforts of the counties to establish a State-wide system of highways.

This sentiment came to a head in the 1915 legislature which created the body now known as the State Highway Board, also known as the State Road Department, and familiarly referred to today as the "SRD" with which its road signs, vehicles and possessions are marked.

The first State road board was almost entirely advisory, its only authority being that the counties had to submit reports relative to the amounts and types of road construction within their counties. There was a State road commissioner, five members of the board, six salaried employees and total expenditures for the first year were barely over \$10,000.

Finding that the powers of the State road board had to be increased in order to obtain Federal aid for highways, the 1917 legislature amended the act creating the board and authorized the construction and maintenance of a State and Federal aid road system. This act provided for a one-half mill State tax levy to meet Federal requirements and a maintenance tax on motor vehicles. The law also provided that commissioners be

Worn-out tires are like worn-out jokes in that nobody can see anything to laugh about in either.

History will record that Americans learned to walk twice in their lives—once after they were born and once after the rubber shortage.

named from each congressional district and one from the State at large.

The first State road map was published the following year which also saw the erection in Gainesville of a laboratory to test road materials. The next legislature (1919) turned convicts over to the State Road Department for use in the construction and repair of highways. At that time the State had 4,721 miles of improved highways, most of them shell, marl and sand-clay, and but eight miles of high-type paving. The department inaugurated a real State-wide road building program but its policy was to construct only highways of State-wide interest and feeder roads, most important to producers, were neglected. There was not enough money to provide needed highways between large centers of population and the smaller highways into the rural sections.

In 1921 the legislature enacted the first gasoline tax, a one-cent levy was imposed and Florida was on its way to real prosperity through the development of its back country. The 1923 legislature increased the gasoline tax levy to two cents per gallon and passed the "Miller Bill" sponsored by the late F. O. Miller of Jacksonville, one of the State's foremost good roads enthusiasts and then a member of the legislature.

The Miller act provided for the location, design and maintenance of the State road system by the State Road Department and made roads coming under its jurisdiction the property of the State. Subsequent legislatures upped the gasoline tax to six cents a gallon and a seventh cent levy has been approved each session since 1931 when the legislation determining the method of distribution of the gasoline tax was passed. The 1941 session passed a resolution to submit a constitutional amendment to the people.

(Continued on page 47)

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MILLIGAN, FLORIDA

It's All Done With Numbers . . .

By Frank Ferguson

FIGURES DON'T LIE, but R. J. Waterston, Jr., general auditor of the State Road Department, can make them produce a lot of valuable data. He might be classified as a magician but for the fact that he uses no legerdemain and his method of arriving at a final result is simple enough if one takes the time to follow his steps, and those of his assistants, in this very important branch of the State's largest department.

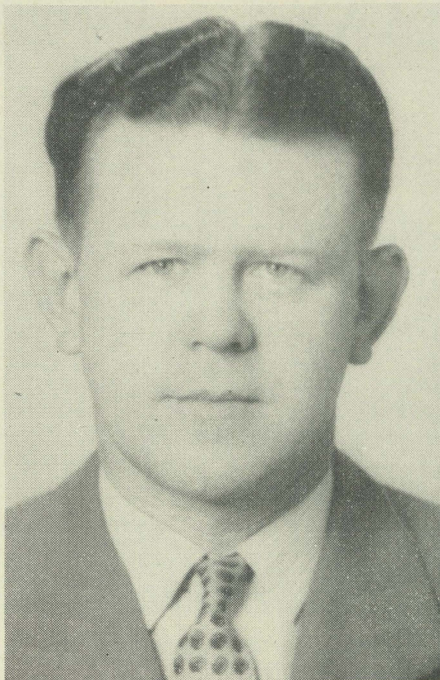
It's all done by numbers.

If you should happen to spot the number on a piece of SRD equipment on the highway, you could take that number, and nothing else, to the auditing department and get its entire story. If it happened to be a dump truck, you'd be able to get its make and model, date of purchase, capacity, miles traveled, hours operated, number of gallons of gas, quarts of oil and pounds of grease used, and their cost, the miles per gallon of gas, quart of oil and pound of grease, the condition of its tires and tubes, the cost of repair and overhaul, cost per mile and per hour of operation, amount of its depreciation, and whether, the next time it comes up for overhaul, it would be cheaper to trade it in and get a new one. The same thing is true of every other piece of equipment belonging to, or rented by, the department, from the biggest dragline to the smallest item of machinery.

Creditors, too, have numbers. When it is a question of finding out who is getting the business of the department, there is no running through stacks of invoices or canceled vouchers. All payments are listed under the firm or individual's number and it is simply a matter of adding up the total.

The office of auditor of the State Road Department, a statutory office, was authorized by the 1919 legislature. The law says:

"The department (SRD) shall appoint an auditor whose essential duty it shall be to examine into and supervise the methods of bookkeeping and accounting of the department and all similar matters relating to its management. The auditor shall prescribe the methods of accounting for the department and the accounting force of the department shall be under his direction. It shall be the duty of the auditor to devise and install in the department a system of bookkeeping adequate to the needs thereof, and the accounts of the department shall be so kept under his supervision that such accounts shall at all times clearly and plainly exhibit the several appropriations available for the use of the department, the specific amounts of each such appropriation set aside or appropriated by the department for each improvement or purpose, the apportionment or division of all such appropriations among the several counties and districts of the State, where such apportionment is so made, the amount or portion of each such apportionment against contractual and other liabilities then created and the amount expended and still



ROBERT J. WATERSTON, JR.
SRD General Auditor

to be expended in connection with each contractual and other obligation of the department: the assets, investments and liabilities of the department, the expense and operating costs of the various activities of the department. The auditor shall establish such system in the department as will afford a full and complete check against the improper payment of any bills from the funds of the department and likewise provide a system for the prompt payment of the just obligations of the department. The auditor shall act under the general supervision and control of the chairman and shall perform such other similar duties as may be designated by the chairman."

The accounting department of the auditor's office employs 31 employees in the Tallahassee office and three field auditors who travel the State auditing warehouses and convict camps, and seven employees in the purchasing office under the purchasing agent who also is in charge of stockrooms.

The office is divided into nine departments: Distributing and mail, audit, cost accounting, I.B.M. machine room, bookkeeping, voucher, Federal, cashier and supervision.

Because of the great volume of work to be taken care of and the frequent call for statements and other detail information, the various items of cost are numbered and cards filed for each. These cards may be read automatically by machine tabulation giving the results as noted above in the case of the truck. Periodically the department takes off an equipment statement which reflects the condition of all equipment and possible necessity for replacement or overhaul. Regu-

lar monthly statements go to the chairman and members of the State road board which keep them advised of the department's finances, the condition of various funds, the appropriation balances, disbursements, revenue, the progress of projects and the condition in the various divisions as to contracts and personnel.

All payroll statements are comparative with the previous month and with the same month of the previous year. For instance, the statement presented at the last meeting of the board prior to publication of this article showed that the payroll for approximately 3,000 employees for February 1942 amounted to \$281,323.54 while for the 1,720 on the payroll in February this year received \$180,378.07. Incidentally, a great many of these absentee employees are in the armed services.

The last regular statement also showed that payroll expenditures for the first two months of 1943 amounted to \$194,000 less than for the same period in 1942 and, considering annual figures, that expenditures for this item in 1942 were \$2,952,772.37 compared to \$3,333,237.41 for 1941.

All items enter the auditing department through the distributing and mail department where they are properly checked and inspected to see if they are in order. In the case of regular purchase orders they are checked for three copies of invoice, proof of delivery is checked by express receipt, bill of lading or signed delivery ticket. A copy is filed each day as to project, accounts and camps, the order being filed in some five different files in order that its progress to becoming a certified order may be checked. Provision is made for checking through division offices and creditors for invoices may even be checked through this initial treatment. Emergency purchase orders are handled in much the same way except that their progress is expedited. This department also handles payrolls, estimates and invoices prior to their going to the audit department.

The audit department audits each payroll by verifying the rates per hour or monthly salary and certifies each extension, deduction and total. Estimates are audited and verified as to quantities, unit price and extensions while invoices are checked with purchase orders as to quantities, unit price, extensions, and a signed delivery receipt attached covering articles described on purchase order. If shipped, an express receipt or bill of lading is attached. It will be seen that there is small chance for a fictitious order of goods slipping through the watch dogs of these two initial departments which have so much to do with the orderly acceptance of materials and goods from a pound of coffee for a prison camp to the largest dredge in the service of the department. And, speaking of that rationed item, coffee, it is a fact that two men are kept busy two days each month making proper listing of rationing points for goods served in the 31 prison

(Continued on page 37)

**LAKE ALFRED
PACKING COMPANY**

PACKERS AND SHIPPERS

**ORANGES - GRAPEFRUIT
TANGERINES**

LAKE ALFRED

FLORIDA

**Lakeland-Highlands
Cooperative Association**

Established 1914

Produces and Markets Members'

Citrus Fruits

HIGHLAND CITY, FLORIDA

**Square Deal Fruit
Company**

Packers of Citrus Fruits

Gift Boxes a Specialty

W. Giddens, Pres.

S. S. Morrison, Mgr.

Orlando Avenue

WINTER PARK

FLORIDA

**PENSACOLA COACH
CORPORATION**

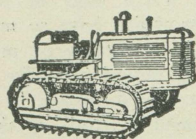
PENSACOLA, FLORIDA

FLORIDA-GEORGIA TRACTOR COMPANY

ROAD MACHINERY

CONSTRUCTION EQUIPMENT

CONTRACTORS' SUPPLIES



International

Jacksonville

Phone

7 - 8 4 0 8

Lakeland

Phone

4 6 0 8

Miami

Phone

3 - 7 8 0 6



Group of Florida Highway Patrolmen in training period

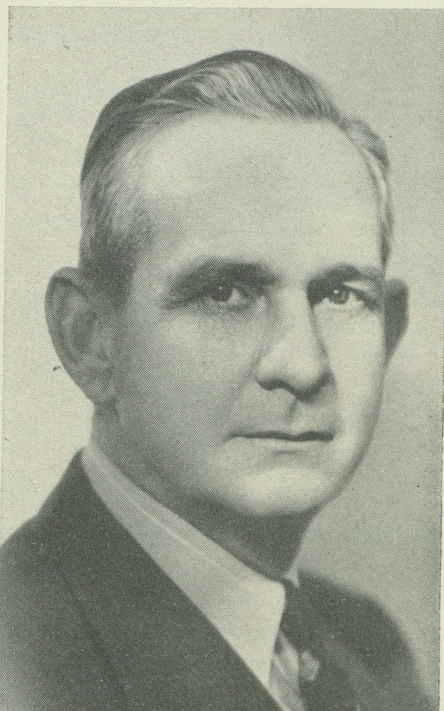
Highway Patrol In Army, Too . . .

WHILE DETAILS of their operations must remain a secret until after the war, members of the Florida Highway Patrol spent 24,108 hours and traveled 372,096 miles during 1942 in performing duties in connection with military and naval units, investigations for the Federal Bureau of Investigation and activities of other Federal agencies, according to the report of J. J. Gilliam, director of the Florida Department of Public Safety, now being studied by Governor Holland, his cabinet and members of the legislature.

Like many other State agencies, the patrol has been forced to devote an increasing amount of its time and effort to activities in connection with the war effort. In 1942 it devoted 24,108 hours and traveled 372,096 miles in performing these same duties. Records for the early months of 1943 indicate that another substantial increase in these activities will be shown at the end of the year despite a material decrease in the number of patrolmen. Forty-six are now on leave to serve in the armed forces where their patrol experience has qualified most of them as commissioned or noncommissioned officers.

That this cooperation in the war effort has not interfered with the normal functions of the patrol is shown by a comparison of accident report figures for 1941 and 1942 which show a decrease of 286 motor vehicle accident deaths (812 for 1941 and 526 for 1942) although military traffic on Florida highways has more than made up for the decrease in civilian traffic due to gasoline rationing.

Other items in the accident report covering the two years prove the increased service of the patrol. Accident reports filed during 1942 totaled 4,394 compared to 4,305 in



JESSE J. GILLIAM
Director Florida Patrol

1941, arrests for 1942 totaled 7,351 compared to 7,076 in 1941, and the patrol gave 91,129 drivers' license examinations during 1942 compared to 40,986 in 1941.

In 1942 the patrol put in a total of 403,001 patrol hours and traveled a total of 4,659,908 miles compared to 333,191 hours and 4,083,512 miles in 1941. In 1942 6,454 of the 7,351 (88 percent) arrested by the patrol were convicted while in 1941 but 5,635 of the 7,076 (80 percent) were convicted, denoting a more careful compilation of evidence and a more thorough investigation of accidents.

In 1940 the patrol put in a total of 154,829 patrol hours and traveled 1,938,564 miles, investigated 1,003 accidents, made 4,836 arrests with 3,316 convictions. It will be noted that the 1942 patrol put in nearly three times as many patrol hours and traveled nearly three million miles farther on patrols than did the 1940 organization.

Results of the increased activity of the patrol under the law passed by the 1941 legislature recreating the Department of Public Safety to consist of the Division of Florida Highway Patrol and the Division of State Motor Vehicle Drivers' Licenses, and under the Florida Regulatory Traffic Law also passed by the 1941 session, are becoming increasingly apparent.

These measures, which were backed by the State Junior Chamber of Commerce and the Florida Department of the American Legion, have proven their value already. The traffic law was prepared with the assistance
(Continued on page 44)



Governor Spessard L. Holland and members of the Florida Citrus Commission are shown. Left to right, seated: John M. Knight, Vero Beach, District No. 5; E. H. Williams, Crescent City, District No. 3; Governor Holland; R. M. Clewis, Sr., Tampa, District No. 1; Fred W. Davis, Lake Wales, District No. 7. Standing: C. Walton Rex, Orlando, District No. 4, (Mr. Rex is now in the armed forces and M. H. McNutt of Orlando, whose picture is not shown was appointed by Governor Holland to serve during Mr. Rex's leave), Chairman Thomas B. Swann, Winter Haven, District No. 7; A. S. Herlong, Sr., Leesburg, District No. 2; Jeff Flake, Wauchula, District No. 6; Charles A. Stewart, Lakeland, State-at-large; G. R. Brock, Cocoa, State-at-large; Judge W. L. Tilden, Orlando, State-at-large.

Striking While The Iron Is Hot . . .

By Jack Gurnett

AS FULL OF contradictions as a joint statement of "victory" by Hitler and Mussolini, the 1942-43 Florida citrus season, just now getting up steam for a whirlwind finish at prices which should continually "bump the ceiling," has provided the industry with a lot of surprises but at the end of the shipping period it will be found that in dollars and cents this year has been a good one for producer, shipper and marketer. The gross "take" for the year is estimated at better than \$160,000,000.

Early in the season it became apparent that despite previous conservative predictions the crop of Florida oranges, grapefruit and tangerines would be immense. Then came the announcement that of all the canned varieties, promoted by the industry over a period of years, the consumer this season would get only grapefruit juice, important for its vitamin "C" or ascorbic acid content.

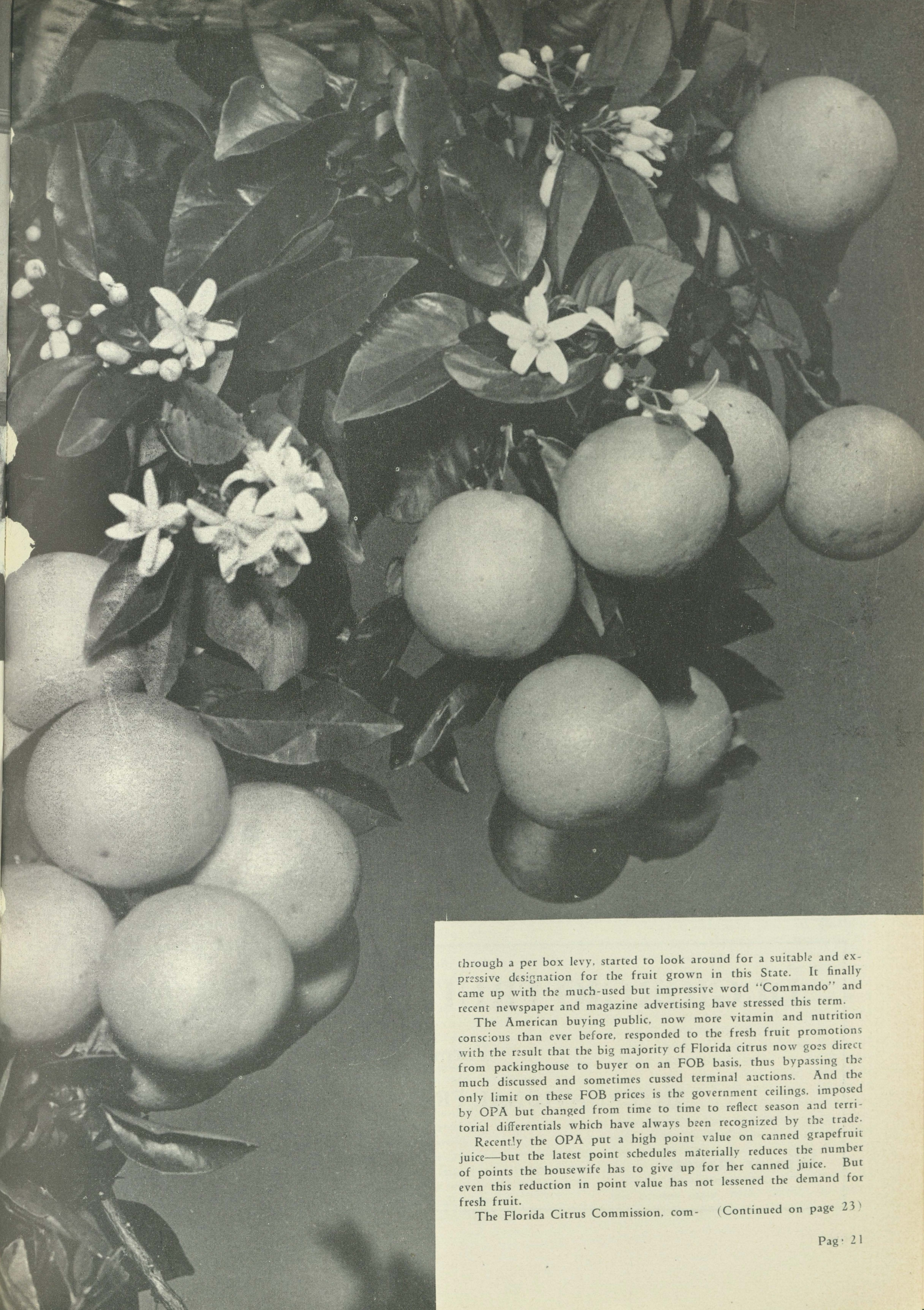
That meant that such things as grapefruit sections, segments or hearts; orange sections, the salad pack of both oranges and grapefruit; orange juice and the blend of orange and grapefruit juice would be off the civilian consumer's weekly buying list.

So, there came up a wonderful chance for

the promotion of fresh Florida citrus fruits to take the place of all the various specialties which were removed from civilian stores.

The Florida Citrus Commission, which is charged with the responsibility of administering the approximately \$1,000,000 annual citrus advertising fund, collected

Feeling that an article by one of its own personnel might be considered as coming under the head of "horn-tooting," Florida Highways asked Jack Gurnett, well-known citrus correspondent and head of the Florida Citrus Information Service, to write an article on the Florida citrus industry and how the Florida Citrus Commission is operating to improve conditions for growers, shippers and marketers. Jack has produced something that should be of great interest to every Floridian, a story well worth reading to the last line.



through a per box levy, started to look around for a suitable and expressive designation for the fruit grown in this State. It finally came up with the much-used but impressive word "Commando" and recent newspaper and magazine advertising have stressed this term.

The American buying public, now more vitamin and nutrition conscious than ever before, responded to the fresh fruit promotions with the result that the big majority of Florida citrus now goes direct from packinghouse to buyer on an FOB basis, thus bypassing the much discussed and sometimes cursed terminal auctions. And the only limit on these FOB prices is the government ceilings, imposed by OPA but changed from time to time to reflect season and territorial differentials which have always been recognized by the trade.

Recently the OPA put a high point value on canned grapefruit juice—but the latest point schedules materially reduces the number of points the housewife has to give up for her canned juice. But even this reduction in point value has not lessened the demand for fresh fruit.

The Florida Citrus Commission, com- (Continued on page 23)

Silver Nip

Grapefruit Juice

FLORIDA FRUIT CANNERS

Division of L. Maxcy, Inc.

FROSTPROOF, FLORIDA

U. S. Grade A, packed under continuous in-
spection of U. S. Department of Agriculture.

Silver Nip

Grapefruit Juice

MINNEOLA GROWERS PACKING CO.

MINNEOLA, FLORIDA

Packers and Shippers of

SELECTED CITRUS CAREFULLY GRADED

NOLING & CHURCH, INC.

HOWEY-IN-THE-HILLS, FLORIDA

Experts In

DEVELOPMENT AND CULTIVATION
OF CITRUS GROVES

"Ask Any Owner Whose Grove We Service"

Alcoma Association

Lake Wales, Florida

Home of Temple Oranges

GROWERS and SHIPPERS

CITRUS FRUIT

Brands:

ALCOMA

FOUNDATION

DI GIORGIO FRUIT CORPORATION

Formerly

INTERNATIONAL FRUIT CORPORATION

Winter Haven

Florida

posed of 11 men, headed by Chairman Tom B. Swann of Winter Haven, operate a sales promotional and merchandising program over most of the United States and in various Canadian provinces. These men, all well-trained merchandisers, work for the entire industry—they sell Florida citrus, whether it comes from Polk County, the Indian River, the lower East Coast, Marion County, the Pinellas-Manatee-Sarasota County triangle or elsewhere. It is their job to get the merchants, particularly the large chains, such as A&P, Kroger, Safeway, American Stores and other operators of the "super" type to really get behind and to merchandise Florida citrus.

This writer, on a quick swing of the markets, including New York, Buffalo, Chicago, St. Louis, Cincinnati and Atlanta last October, and on previous swings up the country, has been told by both small and large operators that the FCC sales promotional setup is "really OK and does a good job."

Of course, these Florida citrus specialists on the road don't have the money nor the material that California, with its seven-cents-a-box advertising tax, against Florida's one cent for oranges and three cents for grapefruit, has to play with—but they "make the calls" and that is important.

While this article is not meant as either praise or condemnation of the part played by the citrus commission, practically all the industry involves around the FCC—and therefore, to really understand what makes the citrus industry tick, you have to know something about the workings of the commission which is appointed by the governor.

Some time back it became apparent that with all the war emergency palaver and various bureaus, board, commissions, agencies and panels being set up to administer the lives of the common American, it would be necessary to establish permanent and hard-hitting contacts in Washington. That's where all the government orders originate—so that is where the citrus industry has to go for its information, its help and, in many cases, for its orders for huge purchases.

After a lot of study, it was decided that an Orlando attorney, W. J. Steed, known for some unexplained reason as "Funie" was the man who best knew his way around Capitol Hill and who could keep track of where the various orders were to strike next. So, off to that asylum known as the Nation's capitol, armed with the inevitable bulging brief case and a speaking acquaintance, at least, with all of Florida's congressional delegation, went "Funie."

The things that have been accomplished up there by the FCC man are far too numerous to enumerate in this article—but the one outstanding job is this: He has succeeded in bringing together around the conference table representatives of all the citrus producing States, including California, which has been a lone wolf for, lo, these many years. He has brought together the Florida senators and congressmen with those from the other citrus States—and when they go a'calling on OPA, WPB, Secretary of Agriculture Wickard, the Interstate Commerce Commission or any other agency, they pre-

sent a united front—with all the differences of opinion reconciled in a room at the Mayflower or the Willard or maybe in Senator Charlie Andrews' office, or the suite of Senator Claude Pepper.

Talk about the lion and the lamb lying down together, that is one example of what mutual confidence will do, and the concentration of "fire-power" has its effect.

The season, while bringing in a lot of dollars to the grower, the shipper and the industry generally, has been full of all kinds of headaches, ranging from labor piracy to a long-predicted shortage of the orthodox wooden containers, known as the Bruce or wirebound and the standard or nailed boxes.

Early in the season, when shippers wanted to get their crops off and then again around the Christmas shipping period, it became common practice in some parts of the citrus belt for whole crews to be hired away from one packing house by another shipper. Known cases of pickers making upwards of \$125 a week, and then only for Monday and through part of Friday, have been reported. That made other labor uneasy. Packinghouse crews—graders and box nailers—wanted to get out on a ladder and earn some of that money. And out they went, many of them.

But like all things, the labor situation finally smoothed out a bit and while top prices are being paid, as this is written, labor crews are fairly stable.

It became more than apparent early last summer, and this writer so reported and predicted, that the box manufacturers, because of labor shortages, scarcity of wire and nails made from steel and the demand by the government for wooden packages, would be unable to meet the seasonal demand, especially if a reported 750,000,000 box crop was to be moved to market. The makers of cotton mesh and paper fabric bags met with representatives of the industry and outlined their problems, urging that plans be made well enough in advance so that the bags could be supplied in sufficient quantities. A hie and cry went up then that bagged fruit could not be suitably shipped but hundreds of thousands of boxes of fruit have been shipped in bags and the big chain store users are featuring "consumer units" of 20 pounds and a half bag or four-fifths of a bushel, about 45 pounds, all in bags.

The container situation came in for a lot of palavering and after much consideration the citrus commission allowed the use of second-hand containers, specifying that only those boxes originally used for Florida citrus could be returned to the State for repacking. Later, this territorial restriction was removed, but the used box deal is still full of headaches—the recovery is low and it takes a lot of fixing up to put some of them in shape to go back up the country.

A shortage of suitable railroad cars also developed and with Office of Defense Transportation restrictions, requiring heavier than usual loads, more headaches developed. But, somehow, record-breaking shipments continue to roll to markets.

Throughout the season there has been evidenced by all factors and factions that kind of cooperation which will lick all troubles and overcome all obstacles.

One of the guiding lights in all the sea-

son's work, designed to move more fruit at a better price, has been the FCC's hard-working chairman, who in his own right, owns or controls better than 1,500 acres of citrus production. This man Swann, easy-going on the surface, always with a pair of kid gloves handy and not afraid to use the bare knuckles when the going gets tough, has held the citrus commission's policies right up to the middle of the road. News-men and lay and industry observers attending meetings of the commission have been loud in their praises of the manner in which the commission, headed by the Winter Haven grower has given the breaks to all groups alike.

The FCC advertising committee headed by Fred W. Davis of Lake Wales, sales manager of Lake Wales Citrus Growers Association is a hard-working group. It takes a mess of time and phenagling to stretch the ad funds over the whole Florida marketing area, to provide sales promotional material and the like but it has been done. Results show this fact.

Other members of the commission, all of them giving up their own time and money to attend the numerous meetings include: Charles A. Stewart of Auburndale, Judge W. L. Tilden and M. H. McNutt of Orlando, Jeff Flake of Wauchula, John Knight of Vero Beach, E. H. Williams of Crescent City, R. M. Clewis of Tampa, G. R. Brock of Cocoa and A. S. Herlong, Sr., of Leesburg. All of these men are either growers or shippers—or both, and all of them know the industry and its peculiar and specialized problems.

One of the big features of the current season has been the recognition of the fact that Uncle Sam and the armed services, along with lend-lease countries are No. 1 customers. To reveal what percentage of the crop in fresh, canned and concentrated form has gone to these various No. 1 buyers would be to publish military secrets. A special crew contacts southeastern army and navy purchasing offices.

To conserve space and at the same time send all the necessary vitamin-laden citrus products to the American forces overseas, and that includes Alaska, Africa and wherever an American doughboy, sailor or leatherneck walks post, concentrated orange juice has been developed this season with the aid of the government. At the plant of Florida Citrus Cannery Cooperative at Lake Wales and Citrus Concentrates, Inc., at Dunedin, thousands upon thousands of boxes of oranges are being used every day to provide the concentrated juice. One one-gallon can of the concentrate, of the consistency and color of orange syrup, when mixed with seven parts of water provides eight gallons or so of very acceptable juice.

The shriek of sirens and the blasts of whistles announcing peace on earth once again won't shut down these concentrate plants. Nor will the ultimate completion of reconstruction and rehabilitation cause the huge glistening vats and tanks to be scrapped. There will always be a market for the concentrated juice, even here at home, experts believe.

While the citrus grower, the shipper and the worker have been taking in record

(Continued on page 42)

Winter Garden Citrus Growers' Association

BULL FROG, CRANE, MOR-JUCE, SEALD-SWEET BRANDS

Affiliated With

Florida Citrus Exchange - Growers' Cooperative Marketing Association

WINTER GARDEN

P. C. Peters, Secy-Mgr.

FLORIDA

Southern Fruit Distributors, Inc.

GROWERS - SHIPPERS - CANNERS

BLUE BIRD BRAND

ORANGES GRAPEFRUIT TANGERINES AND GEORGIA PEACHES

ORLANDO

FLORIDA

G. J. Egan

D. A. Gaines

RO-E- GAINS FRUIT COMPANY

GROWERS, SHIPPERS AND DISTRIBUTORS OF

Lake County Citrus Fruits

WE PACK AND SHIP

Clermont and Minnehaha Brands

CLERMONT

FLORIDA

Citrus Industry Hitting Hitler . . .

FLORIDA'S CITRUS industry has raised more than one-third of its nine-million-dollar goal of war savings bonds and stamps and has nearly four months to go, according to John A. Snively, Jr., president of the Florida Orange Festival, Winter Haven, sponsor of the campaign.

The citrus industry of the State wants to buy and name 30 bombers of the Flying Fortress type and send them in to help whip Hitler, Hirohito and Mussolini.

March brought in nearly two million dollars worth of bonds, Polk County showed the highest total for the two months with Orange and Hillsborough Counties following in order.

In the 30-county citrus belt, other counties receiving "honorable mention" for their big totals were Palm Beach, Citrus, Indian River and Hardee. A later check may add other counties to this honor roll.

Snively said that the citrus industry's drive will "tie right in" with the big victory loan drive which began April 12. He said he believed the citrus industry would make a big contribution to the State's quota of more than \$45,000,000.

A two-man campaign crew has started out to personally call on citrus leaders and others in the 30-county area and to confer with all war bond issuing agents in the various communities to enlist their support in the drive. In the meantime citrus people were urged, when buying bonds or stamps, to instruct the issuing agent to see that proper credit is given to the "Florida Citrus Bomber Flight" total for the purchase.

John D. Clark of Waverly, president of Florida Farm Bureau Federation, in a message to citrus growers and others connected with the industry, pleaded for "full support in this drive to provide the army with 30 big bombers—planes that could well play a major role in bringing this war to a fast conclusion."

"The winning of this war is extremely important to agriculture—and to Florida especially. With citrus bringing high prices on a red-hot market, growers and the industry generally have more money than at any comparable time in the past several years. This money cannot be used to buy new automobiles, new household furniture or appliances, and we growers have to make our present farm machinery and equipment last. So that means that all of us have extra money—money that should be diverted to the war effort," the Clark statement said.

In Crescent City, A. J. Rinck, a prominent grower, has taken upon himself to act as a one-man "Citrus Bomber Flight" bond campaigner. He has written a letter to scores of growers in that city, reminding them that "during the past few days, most of us have been able to congratulate our own hero, Lieut. Billy Ford." Lieut Ford commanded a bomber which recently sunk a sub in Southern waters.

Rinck points out that without bombers these subs cannot be sunk, and without investments in war bonds other Crescent City

boys, including Clyde Stockton, Jr., recent survivor of a torpedoing, Oliver Coward, now in an Australian hospital recuperating from wounds, and others "cannot get the planes, the tanks, the guns and other tools needed to whip the Axis."

"If more of our growers would take this same viewpoint, we would have no trouble going over the top," Snively commented.

Incidentally, Snively has asked that he be informed of the names of local heroes in the various cities and towns making up the 30-county citrus belt. "We want to see these boys get recognition in our drive," he said. The names and permissible details of their exploits, with background as to family and other details should be mailed to Snively at Winter Haven.

Special honors went to Winter Haven, in the heart of the citrus belt, where every one of the bonds and stamps sold during the month of March were credited to the bomber fund. "And the buyers made the requests for proper credit in each instance," Snively said.

MANUAL GIVES TREES NEW NAMES

NEW NAMES for more than 30 Florida trees are included in the revised edition of the Florida Forest and Park Service pocket manual which is just off the press.

The manual was revised by William F. Jacobs, assistant State forester, and is available for school students, garden clubs, scout troops and nature study clubs.

Here are some of the facts contained in the book:

The flamboyanttree (that's right, all one word) is better known as the royal poinciana. The Florida fishfuddletree is the Jamaica dogwood which grows in extreme south Florida, but is not related to the flowering dogwood in the northern part of the State.

Horsetail beefwood is the new name for one species of Australian pine that has become popular from central Florida southward.

If your Australian pine isn't a horsetail beefwood, it probably is a Cunningham beefwood or a scaly-bark beefwood—but still a beefwood.

Red Cedar now is West Indies juniper, cypress is common bald-cypress, Southern white cedar is whited cedar falsecypress, surinam cherry is Pitanga, mastic or wild olive is jungleplum.

Southern black haw is dusty blackhaw viburnum, red stopper is redberry eugenia, buttonwood or white mangrove is false-mangrove, and the little tree that grows in dense swamp thickets and always has been called Titi is the buckwheatree.

There are some changes in spelling, mostly the result of running two or three words together. For instance, it now is tungoil tree and Norfolkislandpine. The spelling of chinquapin has been simplified to chinkapin.

RADIO NETWORK IS BEING TESTED

FIRST STATIONS in the Florida Highway Patrol radio network are being tested and will be operating soon, according to J. J. Gilliam, director of the Florida Department of Public Safety.

Permanent 250-watt stations able to send about 275 miles have been set up at Camp Blanding, Tallahassee and Ocala. Smaller, 50-watt, temporary stations that can send about 65 miles are located at Chipley, Lake City and DeLand.

In addition, various shortwave stations maintained by local law enforcement agencies are subject to use of the Highway Patrol.

The network program was started about a year and a half ago but priorities on materials have delayed establishment of the system.

Gilliam said the department hopes ultimately to have 14 permanent stations in the State.

Location of the others has not been fixed, pending a survey of facilities needed to give complete coverage. It may take two or three years to get the whole State hooked up established, he said.

About 20 percent of the Highway Patrol's cars have been equipped with radios by which patrolmen can talk from car to car or with stations.

SPEEDERS MAY NOT GET RETREADS

Members of the Florida Highway Patrol are cooperating with officials of the Defense Council, OPA, Federal Bureau of Investigation, State Board of Health, Crippled Children's Clinics and other State and Federal agencies in bringing about closer war effort.

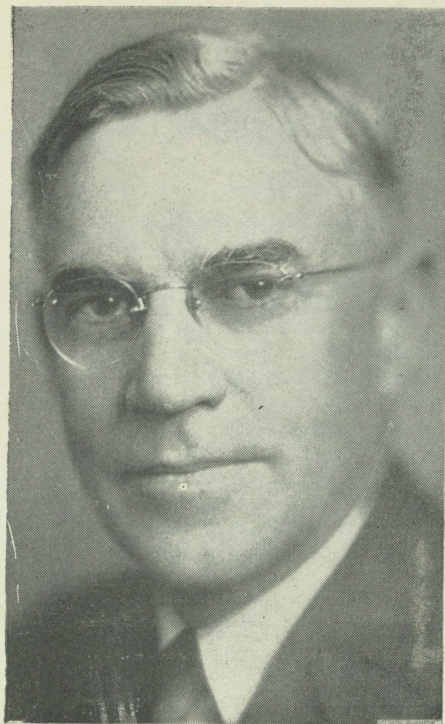
Among recently disclosed activities of the patrol was the announcement of H. E. McCann, State OPA tire rationing officer, that the patrol had turned in the license numbers of approximately 2,400 speeders traveling from 56 to 80 miles an hour.

"The license numbers have been turned over to local rationing boards with the request that owners of the speeding cars be denied recaps or new tires," said McCann.

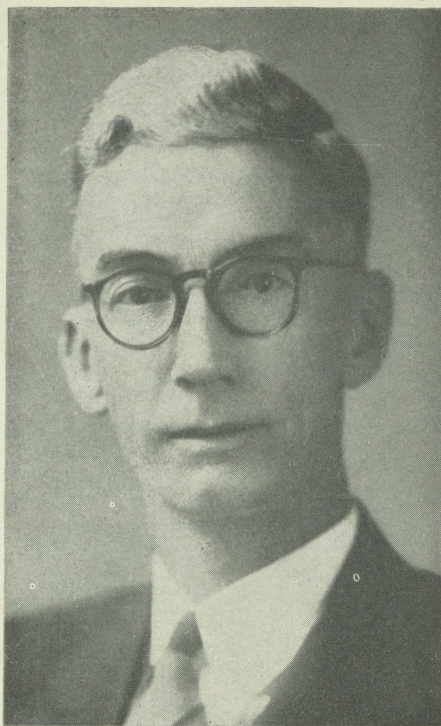
Stating that he was taking this drastic step for the people's own good, McCann pointed out that heating ruins recapped tires and that the coming of hot weather will bring an increased hazard for speeds over 35 miles an hour.

"High speeds are going to pop these recapped tires and a greater number of highway accidents and deaths will be the result," said McCann. "More than 40 such accidents have already been reported."

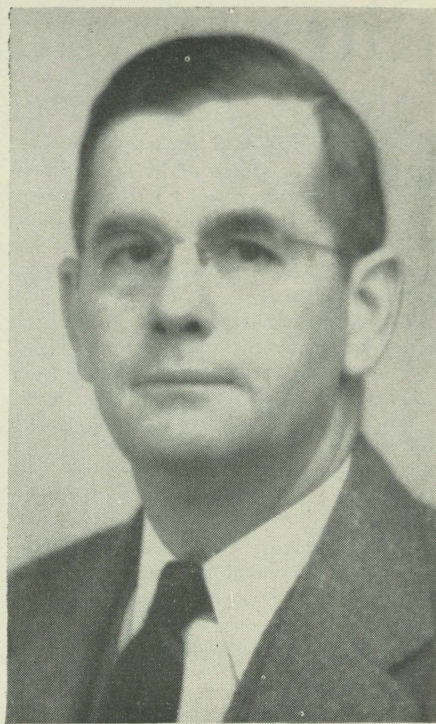
Many motorists, said McCann, are going to be surprised and embarrassed when they go before their rationing boards and find that they have records which forbid them getting new or recapped tires.



CHESTER B. TREADWAY
Orlando



THOMAS A. JOHNSON
Tallahassee



A. J. ROUNTREE
Lake City

Planning Board Recommendations

ABOLISHMENT OF continuing appropriations, expansion of functions of the State Budget Commission, consolidation of boards and bureaus for economy, creation of a central rule-making body, revision of county budget laws, formation of a continuing council of legislators to work with and advise State agencies and formation of a post-war plan for State affairs, are recommended by the State Planning Board in its

report to State officials and the 1943 legislature.

Members of the State Planning Board (illustrations above) are appointed by the Governor, the Secretary of State and Chairman of the State Road Board being ex-officio members. The board includes Secretary of State R. A. Gray, Chairman Thomas A. Johnson of the State Road Board, C. B. Treadway of Orlando, A. J. Rountree of

Lake City and R. P. Terry of Miami.

In a detailed review of the impact of war conditions on State and local revenues, the board said the three State functions most likely to suffer from shortages are the teachers' salary fund, the public welfare program and State aid to counties and the county schools.

It estimated funds to carry on those functions on the present basis would fall \$5,-

ONE FLORIDIAN OUT OF 600 IS JOBLESS

But one person in 600 in Florida is without a job today while the National ratio is one unemployed in each 130 persons, according to a recent statement of Boyce A. Williams, chairman of the Florida Industrial Commission.

"But it won't last forever," said Williams. "When war activities cease, we are expecting an unprecedented number of claims for unemployment benefits. Any industrial boom as a result of the war effort can be regarded as only temporary, as Florida is primarily an agricultural State."

Chairman Williams declared that only 1,400 workers covered by the unemployment act are now listed as eligible for benefits as unemployed.

Illustrating the effect of the war effort in Florida, Williams said that until 1941 total annual payrolls reported by employers under the unemployment compensation law ran close to \$200,000,000. By 1941 the

PAUL DAVIS NAMED PRESS CLUB PREXY

Paul Davis, managing editor of the St. Petersburg Independent and a veteran legislative reporter, was elected president of the Capitol Press Club at its 1943 organization meeting held in the Floridan hotel when members were luncheon guests of Francis R. Bridges, Jr., chairman of the Florida Parole Commission and retiring president of the club.

Allen Morris, political editor of the Miami Herald, was chosen vice president and Henry S. Wrenn, Associated Press correspondent and a charter member of the club, was reelected secretary and treasurer, a post he has held since 1933.

Nomination of Davis as president was made by Herbert Bayer, correspondent of the Florida Times-Union and Morris was nominated by Wrenn. Bridges was made

total jumped to \$322,935,495 and 1942 it went to \$435,239,611.

SCHOOL CHILDREN ARE REQUIRED TO SALUTE

The State Board of Education has refused a plea from Hillsborough County for reinstatement of 30 Jehovah's Witnesses children who were excluded from schools because of their refusal to salute the American flag. Compulsory salute of the flag by Florida school children has been upheld by the supreme court.

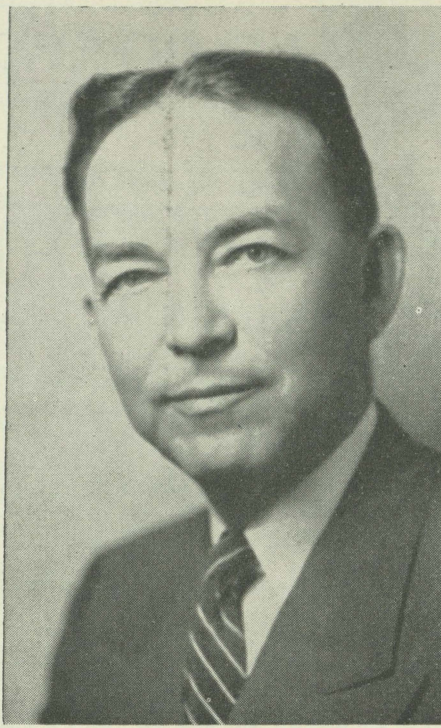
The country will turn the corner in the war only when motorists learn to take the corner easy.

One wandering mind, plus a speeding car, equal disaster. Constant alertness plus knowledge of traffic laws equal that "ounce of prevention."

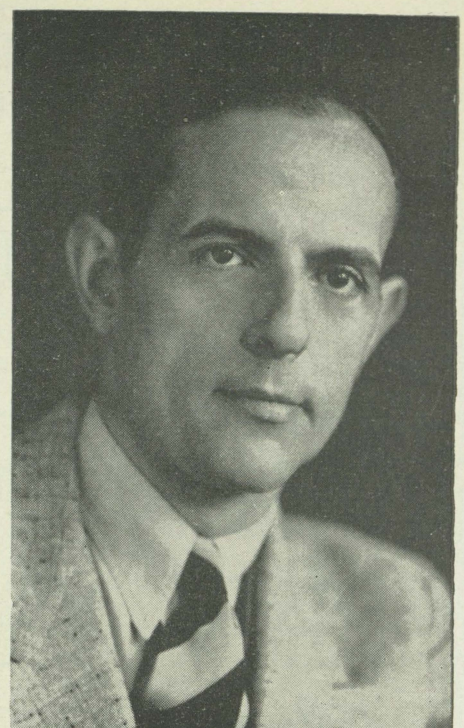
an honorary member of the club on motion of Willis M. Ball, editor-in-chief of the Times-Union and president emeritus of the club.



R. P. TERRY
Miami



R. A. GRAY
Tallahassee



C. P. HELFENSTEIN
Live Oak

900,000 short this year and about \$8,000,000 below needs during 1944-45 unless other revenues are provided to make up for losses in money from automobile tags, race track taxes and gasoline taxes.

"It is to be hoped that all other essential services rendered by the State government may be able to proceed for the duration, though some of them at a severely reduced stage without necessity for additional emergency funds," the report said.

The State needs a "fiscal authority or local government commission," the board said, to prescribe "rules and regulations under which State supervision" of local finances would be administered.

The board advocated leaving the supervision where it now is—in the hands of the comptroller for county finances and the State superintendent of public instruction for school affairs.

In addition to making rules, the board would study county tax assessment methods and establish standards for valuation of property, require municipalities to make annual financial reports and advise cities and towns in their fiscal problems, and approve or reject county and school budgets which exceed by 5 percent the budget of the year before.

The planning board said "several of the boards, bureaus and commissions" of the

State government "could be consolidated by the 1943 legislature without the cost of much of the time of that body," but it did not mention any such agencies that might be combined.

"To the end that budgeting may be made more effective," the report said "the system of continuing appropriations should be abolished by the 1943 legislature, to take effect June 30, 1945."

Continuing appropriations are those by which authorized expenditures remain on the books until they are actually made or are repealed by the legislature. They now total more than a million dollars, according to records.

READY TO ASSIST OWNERS OF TIMBER

Owners of timberlands may call upon the Florida Forest and Park Service for assistance in locating markets, suggestions as to cutting practices and contracts for sale of timber products in their efforts to help the war effort, according to H. J. Malsberger, State forester.

"The war must be won and some over-cutting may be necessary," said Malsberger. "However, the greatest yield cannot be had without wise cutting and future needs may be safeguarded at the same time."

Proper precaution should be taken to protect small size trees to produce an income in the post-war period, he said.

Florida legislators and attaches who receive \$6 per day for their service will have to pay Victory tax to the Federal government, according to a ruling of the U. S. treasury department. The tax will be deducted from their vouchers.

STATE LIBRARY NOW HAS 20,000 BOOKS

Florida's State Library contains 20,000 books, 7,500 manuscripts, 150 maps and photostats, 500 photographs, 5,000 scrap-book clippings, 750 WPA publications and several thousand pamphlets, according to the biennial report of State Librarian W. T. Cash.

The library loaned 21,274 volumes during the past two years, Librarian Cash said, declaring that he believed that his information service was more important than the lending service. Not less than 500 letters averaging 500 words have been sent to requests for information while many authors have been assisted in their search for material to aid them in writing books and articles concerning the State. Nearly 3,000 new published items were added to the library during the last two years.

Hot tires today may mean hot feet tomorrow—drive under 35!

STATE MAY YET GET INTO GULF SECTION

Florida has not given up the idea of getting out of the closely rationed eastern zone, according to Harold Colee, executive vice president of the Florida Chamber of Commerce, who says that his organization is in constant touch with the Washington authorities.

A recent letter received by Colee from Oil Coordinator Harold Ickes offered little immediate encouragement but hope of transfer to the Gulf area is held in a new compilation of figures and facts being made ready by the chamber in cooperation with Governor Holland and the State Road Department.

Transfer to the Gulf area of rationing would give Florida holders of "A" cards 32 gallons of gas for a two-month period. They now get 12 gallons.

High speeds and widow's weeds go hand in hand.

THE McDONALD CORPORATION

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FLORIDA

ALLEN BROTHERS

CITRUS HAULING

WINTER HAVEN

FLORIDA

South Lake Apopka Citrus Growers Association

OAKLAND, FLORIDA

Brands: FELLOWSHIP - SOUTH LAKE

TELEPHONE 61, WINTER GARDEN

ORLANDO CITRUS GROWERS ASSOCIATION

CHALLENGE and SEA ROBBER BRANDS

ORLANDO

FLORIDA

PLYMOUTH CITRUS GROWERS ASSOCIATION

R. T. Carleton, Secretary-Manager

Organized in 1909

Citrus Marketing Cooperative

MAYFLOWER AND PLYMOUTH ROCK BRANDS

PLYMOUTH

FLORIDA

CHARLES A. STEWART CO.

GROWERS - SHIPPERS

FLORIDA CITRUS FRUIT

AUBURNDALE

FLORIDA



One of Florida's major industries employing Florida materials in the manufacture of essential agricultural chemicals.



U. S. PHOSPHORIC PRODUCTS

Division Tennessee Corp.

Tampa, Florida

Not A Dime More Than Needed . . .

ALTHOUGH IT HAD not made its appearance at the opening of the third week of the 1943 legislature, Governor Holland's proposal to tax cigarettes to supply a needed \$3,500,000 for old age pensions and to give counties sufficient funds to operate without the usual revenue from race tracks, appeared to be gaining support as the outstanding additional revenue measure of the session.

"I feel, and I know the legislature feels, that we shouldn't ask for a dime more revenue than is needed to meet the vital objectives," Governor Holland said, in announcing that he was withholding his cigarette tax bill until less controversial measures have been cleared. At the same time he paid a compliment to the legislature which, he said, had done "an unusual amount of work" in its first two weeks in Tallahassee.

Nothing has happened, during the first 14 days of the session, to convince him that the State can get along without the revenue from the cigarette tax to take care of the aged of the State and the counties made short of funds due to the closing of the State's race tracks because of gasoline rationing, the governor said. However, he declared, he is convinced that the State can "get by" for the next two years without new revenue sources for general operations.

At the time of going to press (April 19), the legislature had passed seven of the governor's legislative measures and sent them to him for signature. These include exemption of the Federal government from the State's gasoline tax, reenactment of the seventh cent gas tax to provide money for schools and general revenue and provision for the investment of various State funds in county road bonds.

To date no bill recommended by Governor Holland has been rejected by the legislature, an indication of the chief executive's continued popularity with the legislative branch and the lawmaking body's confidence in his program. The legislature has sustained Holland's veto of 15 acts of the 1941 session and the Senate has confirmed all his appointments.

In reference to his proposal to tax cigarettes to make up needed lost revenue, the governor, in his message, said:

"The State Planning Board has made a careful study of the various taxes imposed by other States within the field of taxation permitted by our constitution, and which have shown by actual operation and ability to produce relatively certain sums of money without doing great injury to the industries and citizens upon whom they are imposed. A large amount of data has been accumulated and compiled which is available to your committees on finance and taxation.

"I realize that the selection of a new source of revenue is ultimately a joint responsibility which I must share with you. Approaching the matter from this point of view, I feel that it is nothing less than my duty to at least communicate to you now what, in my opinion, is the most available source of revenue under the principles which I have just stated.

Highlights of Governor's Message to Legislature

Highlights of Governor Holland's message to the 1943 legislature which got under way in Tallahassee on April 6 include:

"We meet at the time of gravest crisis in the life of our Nation. More than 134,000 of our young men already are in the armed forces. Our people have bought more than \$145,000,000 in war bonds."

"To help the war effort, and maintain Florida business, there should be no State gallage taxes on Federal gasoline purchases in lots of 5,000 gallons or more. I do not feel that gasoline used by the Federal government should be exempted from paying our State tax when it is purchased from retail stations in Florida, or in smaller quantities than 5,000 gallon lots."

"We have been humiliated in this State by the results of the medical examinations made of service men and those offering for service to find that our rate of infection with venereal diseases is one of the highest in the Nation."

"I recommended new legislation providing for premarital and prenatal venereal examinations. These are of particular importance because of the undue prevalence of venereal disease in this State."

"I respectfully recommend your reenactment of the seventh cent gasoline tax, passed every two years as an emergency since 1931.

"I am glad to report that, in my opinion, the 1941 full-value tax assessment laws have succeeded, to a very large degree, in preventing in many counties the collapse of local tax structures. There has been in general a fairer distribution of the tax burden."

"In order to have greater security for taxpayers after this biennium, it seems imperative that the constitutional ceilings of millages for the operating revenue of public free schools should be reduced by constitutional amendment." He proposed abolishing district school taxes.

"I believe it would promote the permanent welfare of the State for the constitution to be amended so as to reduce the ceiling for intangible taxes from five mills to two mills." The present levy is one mill.

"It is my conviction that the amount of
(Continued on page 43)

"I strongly believe that the best available source is a cigarette tax of the same size as that levied in our two neighbor States, Georgia and Alabama, that is a tax of 1-2 mills per cigarette, or 3c on a package of 20,

but 2c on a package of 10. I think that such a tax will meet our needs. No tax on cigars or pouch tobacco is involved. I want to make it perfectly plain that in 1940 I went on record specifically against this tax. I was outspokenly against any additional tax as I did not believe additional taxes were necessary. I helped kill a proposal for this tax in the 1941 session, and wish that neither this nor any other tax were a necessity now.

"I suspect that any of you who ran for office in 1940 are probably in the same situation as I am, since none of us could at that time foresee the utter collapse of many of our customary sources of revenue which has come as a result of the war. But nothing can becloud the fact that the war has broken down or destroyed sources of public revenue which were regarded as most dependable, and we are now confronted with the necessity of finding new revenue or else permitting vital public functions to suffer and aged citizens and dependent children go without help which the State alone can give them. In such a situation, I feel it to be my duty to act and I know that many of you feel likewise.

"I have surveyed the field carefully with the best aid that I could secure, and it is my considered belief that the cigarette tax is the most certain and dependable one now available to us, and that its imposition will do the smallest amount of injury. Every other Southeastern State, save North Carolina, already has this tax, and it has not proved hurtful to our sister States nor destructive to business in those States. Some of those States produce much more cigarette tobacco than does Florida. The cigarette industry is not in any sense a war casualty, but to the contrary has in this area a greatly enlarged number of customers, consisting of service men and war workers, who are not a part of our permanent population.

"Much of the cigarette business now handled in the State, consisting of that large part which serves the armed forces in our own camps and air fields, would not be subject to our State tax. Three products have, in the tax experience of the States and the Nation, shown their ability to carry heaviest taxation without destruction, namely, gasoline, liquor and cigarettes. We have never, so far, imposed a State tax on cigarettes, but there is nothing now to keep us from profiting by the experience of our sister States who are drawing heavily and successfully upon this business for their wartime revenue.

"It is my suggestion that the tax be imposed as an emergency measure, for the biennium only, and that its proceeds shall go to the general revenue fund. I make this statement of my own preference in this vital matter in the effort to be helpful to you. If there is some other tax that can be imposed with equally certain and adequate results and without harmfully affecting the future of our State or the continued prosperous existence of the industry taxed, I shall be more than glad to hear of it."

A. DUDA & SONS

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JOHN M. CAMPBELL, President

Leesburg

Florida

Frank Purpura, President A. G. Battaglia, Vice President
Austin Rinella, Secretary

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MAIN OFFICE—OCALA, FLORIDA

FLORIDA ALL-BOUND BOX COMPANY Incorporated

Manufacturers of

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PACKERS AND SHIPPERS OF

CITRUS FRUITS

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TAMPA

FLORIDA

Hearty Greetings & Good Wishes

To All Members and Officers of the

Florida State Highway Patrol

We congratulate you on the splendid opportunities that are yours to make highway travel safe thru friendly, courteous law enforcement.

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COOPERATIVE**

WAVERLY, FLORIDA

Between Cypress Gardens and Bok Tower

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EAGLE LAKE GROWERS, Incorporated

Packing House and Office Located

EAGLE LAKE, FLORIDA

Eagle Lake—Blue, Special, Red

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Winter Haven, Florida

"Anything From A Box to a Carload"

With County Commissioners

Flagler commissioners have voted to abolish the office of purchasing agent.

* * *

Ocala's service men's center received \$250 from the Marion County commission recently.

* * *

Dixie County commissioners helped the Red Cross drive to the extent of a \$50 donation.

* * *

Dade County has purchased the former Enterprise building in Homestead for use as a county clinic.

* * *

A recent poll of the Pinellas County commission revealed that all five have Victory Gardens at their homes.

* * *

The Volusia Mirror, DeLand, will publish the 1942 delinquent tax list of Volusia County this year.

* * *

Duval commissioners set March payday up several days so employes could pay their income tax on March 15.

* * *

The Union County Times (Lake Butler) has been selected for publication of minutes of the Union commission.

* * *

Members of the Marion County commission were hosts to members of the State road board when they met in Ocala.

* * *

Hillsborough board will ask the legislature to raise the pay of county road patrolmen from \$150 to \$200 monthly.

* * *

Canning equipment belonging to St. Lucie County has been made available to housewives of the county wishing to use it.

* * *

Volusia commissioners have authorized the conversion of the courthouse heating plant from oil to coal during the Summer.

* * *

Redistricting of Palm Beach County has been approved by the Land Owners' Protective Association and the Palm Beach Jaycees.

* * *

Final consent for changing the name of the 79th Street causeway to North Bay causeway has been given by the Dade County board.

* * *

Martin County commissioners recently appeared before the Rotary Club of Stuart where they gave five-minute talks on county government.

* * *

Dade County board is sponsoring a bill in legislature which will prevent recurrence of a situation which recently cost it \$200 to help pay expense of caring for a New Jersey woman mental case. The bill would turn nonresident patients over to the State health department after having been held by local authorities for not more than 10 days.

Adequate roads into Lake Jackson will be provided by the Leon commission as part of a plan with interests planning to develop a fishing resort.

* * *

Manatee County reports sale of \$7,000 worth of delinquent tax certificates in one day, following display advertising of delinquent properties.

* * *

Meals at the Pinellas County home cost an average of 12.6 cents each. During February 9,219 meals were served to an average of 80.4 inmates.

* * *

Monroe commissioners have made possible completion of the Key West stadium through a contribution of \$500. The stadium will care for all sports.

* * *

The county park at Zolfo Springs has been formally offered to the Federal government by the Hardee County commission as the site for a veterans' hospital.

* * *

Brevard County commission has gone on record as opposed to the proposal of T. T. Turnbull, that the State primary election be replaced with a party convention.

* * *

B. T. McClellan, prominent Calhoun County farmer, has assumed his duties as county commissioner, acting during the absence of Emmett Reeder who is in the armed services.

* * *

Volusia commissioners have contributed to the establishment of a permanent memorial in honor of service men of the county to be erected near Daytona Beach bandshell.

* * *

Ed Beckett of the Pinellas board made the presentation speech when a new flag in honor of the 32 Ozona men serving in the armed forces was unfurled at the recreation club recently.

* * *

Taylor commissioners have bought the old First National Bank building in Perry for use of overflow offices, having abandoned the idea of enlarging the courthouse during the war.

* * *

Palm Beach County has reduced its funded debt by \$767,823.43 during the two fiscal years prior to September 30, 1942, according to report of an audit made by Attorney Henry Lilienthal.

* * *

Dade County has withdrawn its \$500-a-month support of the servicemen's recreation center in Bayfront park on advice of county attorney that such an expenditure is questionable legally.

* * *

Okaloosa's board has adopted a resolution requiring approval of the entire board before minutes of meetings are released. The Okaloosa News-Journal (Crestview) is the official publication.

Hillsborough commissioners have notified Tampa city authorities that they have jurisdiction over sanitary conditions within five miles of the city limits. Complaint was made of pig pens.

* * *

Okeechobee commissioners have authorized the clerk of the board to prepare a report of the refunding operations of the county beginning with the year 1927 and including February 28, 1943.

* * *

An additional fire truck has been provided by Dade commissioners to prevent fire losses in grove and farm lands, bringing the number to five. Action followed increased losses due to dry weather.

* * *

Palm Beach County commissioners have given up their effort to assist the Manufacturers' Defense Pool get war contracts after it was proven that high freight rates forbid low bids on contracts.

* * *

E. O. Palermo has been named special delinquent tax attorney for Hillsborough County to succeed Laurens G. Jones, resigned. He will work under supervision of County Attorney Allison.

* * *

Dade commissioners have on hand 23,000 cans of tomatoes to feed inmates of county institutions. They were processed at the cost of the cans, after being obtained in the field at 35 cents a bushel.

* * *

So that an accurate check may be kept, the Pinellas commission has ruled that no patients from the county may be sent to the State tuberculosis sanatorium unless approved by the county physician.

* * *

St. Lucie has authorized pay increases for employes including common labor, truck drivers, courthouse janitor, road superintendent, county attorney and clerk in keeping with the higher cost of living.

* * *

Hillsborough commissioners are in a quandary. They recently changed the name of Belmont Heights to Fair Oaks, on petition of citizens. Now another petition of citizens wants the name changed back.

* * *

Flagler commissioners have officially dedicated the cedar tree planted on the courthouse lawn at Bunnell to the memory of Marion McCraney, a resident of Flagler County, who lost his life in the service of his country.

* * *

County institutions operated without profit are not required to register canned goods put up by employes, according to opinion given the Pinellas board by the county attorney. At the county home, according to report to the commission, everything from "soap to sauerkraut" was canned during February.

(Continued on page 41)

1943 House Committees

COMMITTEES of the Florida House of Representatives as named by Speaker Richard H. Simpson (Senate committees were published in the March number) follow:

Agriculture: Getzen, chairman; Bryant, vice chairman; Andrews, Ayers, Beasley, Beck, Brackin, Burwell, Commander, Davis, Inman, Peavy, Peeples, Sanchez, Shivers, Smith (Jackson), West.

Americanism: Beasley, chairman; Collins, vice chairman; Baughman, Cobb, Holland, Smith, (Polk).

Appropriations, General: Dowda, chairman; Crofton, vice chairman; Bailey, Branch, Byrd, Carlton, Clark, Cobb, Davis, Dugger, Graves, Hodges, Jenkins, McMullen, Nesmith, Parker, Peters, Thomas, (Lake), Troxler, Turner, (St. Johns), West.

Appropriations, Special: McDonald, chairman; Ayers, vice chairman; Avriett, Beasley, Bizzell, Bollinger, Carlton (Duval), Crews, Floyd, Getzen, Hancock, Inman, Lane, Lewis, Scales, Smith (Polk), Usina, Walker, Yaeger.

Aviation: Baughman, vice chairman; Collins, Gautier, Inman, Nilsson, Stewart (Lee), Troxler.

Bank and Loans: Stewart (Hendry), chairman; Kelly, vice chairman; Cook, Crary, Dugger, Hodges, Holland, Jenkins, Leaird, Lewis, Martin, Papy, Scales, Scofield, Smith (Polk), Taylor, Walker.

Building and Loan Associations: Carlton (St. Lucie), chairman; Sanchez, vice chairman; Beck, Dowda, Hodges, Jenkins, Lane, McMullen, Rivers.

Canal and Drainage: Beck, chairman; Peeples, vice chairman; Bronson, Carlton (St. Lucie), Graves, Hendry, Kelly.

Census and Apportionment: Ayers, chairman; Cobb, vice chairman; Baker, Beck, Davis, Hodges, Lane, Leaird, McKendree, Sanchez, Troxler, Usina, Yaeger.

Cities and Towns: Johnson, chairman; Clement, Crews, chairman; Bollinger, Crews, Gautier, Hancock, Hendry, Inman, Jenkins, Murray, Parker, Rivers, Sanchez, Taylor, Thomas (Escambia), Troxler, Turner (Levy), Walker.

Citrus Fruits: Graves, chairman; Smith (Polk), vice chairman; Bryant, Burwell, Carlton (St. Lucie), Clement, Cobb, Crofton, Curtis, Dowda, Livingston, Mann, McDonald, Nilsson, Peters, Taylor, Thomas (Lake), Williams.

Claims: Scales, chairman; Thomas (Escambia), vice chairman; Bailey, Carlton (Duval), Clark, Cobb, Crary, Dugger, Dunham, Fuqua, Leaird, Martin, Smith (Polk), Yaeger.

Commerce and Navigation: Bollinger, chairman; Stewart (Lee), vice chairman; Baughman, Carlton (St. Lucie), Mann, Nilsson.

Conservation: Hendry, chairman; Floyd, vice chairman; Bailey, Baker, Brackin, Branch, Kelly, Lane, McKendree, Nesmith, Papy, Turner (Levy), Usina, West, Wotitzky.

Constitutional Amendments: Jenkins, chairman; Murray, vice chairman; Avriett, Ayers, Bailey, Baker, Beck, Bizzell, Boynton, Crary, Fuqua, Gautier, Leedy, Lewis, McMullen, Peavy, Scales, Wiseheart, Yaeger.

County Officials: Sanchez, chairman; Taylor, vice chairman; Avriett, Barefield, Croft, Crofton, Delegal, Hancock, McMullen, Parker, Thomas (Escambia), Turner (Levy), West.

County Organization: Peavy, chairman; Curtis, vice chairman; Barefield, Bryant, Byrd, Murray, Nilsson.

County Roads and Bridges: Hodges, chairman; Croft, vice chairman; Andrews, Barefield, Stewart (Lee).

Education "A": Thomas (Lake), chairman; Baker, vice chairman; Bollinger, Boynton, Carter, Clark, Crofton, Delegal, Dugger, Graves, Holland, Mann, McDonald, Middleton, Smith (Polk), West, Yaeger.

Education "B": Wotitzky, chairman; Stewart (Lee), vice chairman; Bailey, Beasley, Cook, Curtis, Getzen, Livingston, Parker, Smith (Jackson), Smith (Seminole), Thomas (Escambia).

Efficiency: Davis, chairman; Lane, vice chairman; Bailey, Beasley, Bollinger, Delegal, Dunham, Peavy, Wiseheart.

Elections: Cobb, chairman; Byrd, vice chairman; Baker, Baughman, Bryant, Graves, Thomas (Escambia).

Engrossed Bills: Commander, chairman; Bizzell, vice chairman; Carlton (St. Lucie), Dugger, Murray.

Enrolled Bills: Middleton, chairman; Barefield, vice chairman; Andrews, Bryant, Croft, Dugger, Mann, Wotitzky.

Executive Communications: Clement, chairman; Crofton, vice chairman; Crews, Leaird, Lewis, Murray, Thomas (Escambia), Walker, Wotitzky.

Finance and Taxation: Leedy, chairman; Hendry, vice chairman; Brackin, Burwell, Collins, Crary, Crews, Crofton, Floyd, Fuqua, Gautier, Graves, Harris, Holland, Johnson, Kelly, Martin, Murray, Rivers, Sanchez, Scales.

Fish and Game: Dunham, chairman; Branch, vice chairman; Beasley, Burwell, Clement, Curtis, Delegal, Kelly, Leedy, Livingston, Peeples, Shivers, Stewart (Hendry), Yaeger.

Forestry: West, chairman; Parker, vice chairman; Boynton, Bronson, Byrd, Hancock, Holland, Lewis, McKendree, Nesmith, Rivers, Scales, Smith (Jackson), Turner (Levy), Williams.

Hotels and Innkeepers: Bizzell, chairman; Kelly, vice chairman; Carlton (Duval), Crary, Curtis, Peters, Shivers, Stewart (Hendry), Walker, West.

Industries: Nilsson, chairman; Holland, vice chairman; Peeples, Smith (Jackson).

Insurance: Harris, chairman; Carlton (Duval), vice chairman; Cook, Jenkins, Leedy, Lewis, Nilsson, Scales, Shivers, Stewart (Hendry), Wiseheart, Yaeger.

Committee on Judiciary "A": Wiseheart, chairman; Bailey, vice chairman; Beck,

Clement, Cook, Crary, Crews, Crofton, Johnson, Leaird, Lewis, Martin, Parker, Walker, West.

Judiciary "B": Murray, chairman; Peters, vice chairman; Avriett, Beasley, Bollinger, Burwell, Carlton (Duval), Dowda, Floyd, Harris, Hodges, Livingston, McDonald, Rivers, Sanchez, Troxler.

Judiciary "C": Scofield, chairman; McMullen, vice chairman; Baker, Byrd, Gautier, Getzen.

Judiciary "D": Fuqua, chairman; Brackin, vice chairman; Ayers, Leedy, Yaeger.

Journal: Gautier, chairman; Mann, vice chairman; Curtis, Harris, Middleton.

Labor: Martin, chairman; Johnson, vice chairman; Bollinger, Crews, Dowda, Gautier, Getzen, Graves, Hendry, Inman, Jenkins, Lane, Lewis, Papy, Scales, Stewart (Lee), Turner (Levy).

Legislative Expense: Yaeger, chairman; Carter, vice chairman; Cobb, Hancock, McMullen, Nilsson, Stewart (Hendry).

Livestock: Clark, chairman; Bronson, vice chairman; Andrews, Baughman, Commander, Croft, Davis, Delegal, Hancock, McKendree, Peeples, Rivers, Smith (Jackson), Smith (Polk), Taylor, Turner (Levy), Williams.

Lobbying: Carlton (Duval), chairman; Bryant, vice chairman; Branch, Curtis, Thomas (Lake).

Lumber and Naval Stores: Croft, chairman; Boynton, vice chairman; Carter, Holland, Nesmith, Stewart (Lee).

Motor Vehicle and Carriers: Bailey, chairman; Gautier, vice chairman; Avriett, Brackin, Clark, Collins, Crofton, Floyd, Inman, Jenkins, Lane, Leaird, Leedy, Lewis, McKendree, Nilsson, Taylor, Usina.

National Guard and Military Affairs: Crews, chairman; Turner (St. Johns), vice chairman; Burwell, Carter, Getzen, Shivers.

Nurseries and Plant Husbandry: Hancock, chairman; Nesmith, vice chairman; Curtis, Stewart (Lee).

Obsolete Laws: Walker, chairman; Andrews, vice chairman; Baker, Livingston.

Phosphates, Oils and Materials: Troxler, chairman; Turner (Levy), vice chairman; Beasley, Smith (Polk).

Public Amusements: Papy, chairman; Usina, vice chairman; Avriett, Carlton (Duval), Davis, Gautier, Harris, Kelly, Leaird, Leedy, McDonald, Rivers, Smith, (Seminole), Stewart (Hendry), Yaeger.

Public Health: Brackin, chairman; Gautier, vice chairman; Baker, Barefield, Baughman, Boyton, Bronson, Clark, Croft, Delegal, Dunham, Martin, Parker, Peavy, Rivers, Smith (Seminole), Stewart (Lee), Thomas (Lake), Turner (St. Johns), Williams, Wotitzky.

Public Lands: Delegal, chairman; Smith (Seminole), vice chairman; Carlton (St. Lucie), Davis, Stewart (Hendry).

Public Printing: Lane, chairman; Wotitzky, vice chairman; Ayers, Clement, Cobb, Dunham, Peavy, Scofield, Smith (Seminole), Thomas (Lake), Turner (St. Johns).

Public Roads and Highway: Shivers, chairman; Bizzell, vice chairman; Branch, Burwell, Clark, Crews, Crofton, Dowda, Harris, Hendry, Holland, Johnson, Martin, Nesmith, Papy, Wiseheart, Usina.

(Continued on page 43)

CAPITAL CHATTER . . .

TALLAHASSEE RESIDENTS are living up to their reputation for typical Southern hospitality by seeing that no visitor is without shelter despite a crowded city which is entertaining hundreds of soldiers in addition to the several hundred visitors here in connection with the legislative session. The Tallahassee Chamber of Commerce has relieved an otherwise impossible condition by listing available rooms and hundreds of homes which have never before been opened to strangers are entertaining guests.

* * *

Among recent arrivals in the capital city is Miss Cecelia Pillans Davis, new daughter of Mr. and Mrs. Ralph Davis. Mr. Davis is executive secretary in the governor's office and one of the most popular and efficient men of the Holland administration. Little Miss Davis arrived March 27.

* * *

Oysters out of season will be in season in May this year. Conservation Commissioner S. E. Rice and the State Conservation Board have authorized a 30-day extension of the commercial season in Florida waters as a means of providing more food on a waning market and more money for oyster fishermen.

The order is a violation of the traditional saying that oysters should be eaten only in months with an "R" but they have been eaten in Florida and in other oyster producing areas every month in the year. The saying, no doubt, originated in the days of improper and inefficient refrigeration. It was to provide means for keeping oysters and other seafoods that John Gorrie of Apalachicola began the studies and research which resulted in his invention of artificial ice.

With the finest oysters available in Florida, it is odd to see Baltimore oysters advertised by Tallahassee markets.

* * *

Petition of 36 life-termers in the State prison sent there on murder charges that they were receiving improper consideration for pardons and paroles at the hands of the Florida Parole Commission recently brought a statement from Governor Holland that the commission is "proceeding very conservatively" as the legislature intended and the public expects.

The governor declared that the petition was inaccurate in many particulars and that some of the men signing it had had a chance at parole and did not react properly to it.

The petition came to the attention of the cabinet by requests of the Parole Commission.

* * *

George H. Mears, Greensboro, has been appointed superintendent of public instruction of Gadsden County by Governor Hol-

land. Mears has been principal of the Greensboro high school for 11 years. He succeeds the late Charles Gray.

* * *

OPA officials have relaxed coffee regulations to permit the serving of all 5,000 patients in the Florida State Hospital one cup per day. The order followed complaint by Supt. J. H. Terrell based on his contention that it would be a serious thing to deprive mental patients accustomed to coffee of their daily cup. The first allotment given by OPA reduced the supply under a cup-per-day-per-patient allowance.

* * *

When Governor Holland retires from office, and if he is not ambitious in other lines, he will be able to make a good living as a long-distance telephone auctioneer.

The governor recently ran up the price of some State-owned land advertised for sale from \$5 per acre to \$12 per acre, getting \$5,060 more than the State agent's appraisal price.

The land was purchased by Miss Edna Pearce, who bid against her cousin, J. C. Pearce through his attorney, who was on the telephone in Okeechobee while Miss Pearce was in Tallahassee. The governor handled the bidding over the telephone, the price going up in 25 and 50-cent clips. The land is a 640-acre section located 15 miles northwest of Okeechobee.

Miss Pearce and her sister, Miss Pearl Pearce are known as the Florida "Cattle Queens." Her cousin also is in the cattle business.

* * *

Dr. E. Morton Miller of the University of Miami has been named by Governor Holland to the State Board of Examiners in basic sciences to succeed Dr. Jay F. Pearson, also of Miami.

* * *

Such benevolences "are the best evidence that America is sound at the heart despite the rotten spots constantly discovered on the surface," said the supreme court recently in reversing a ruling of a Dade County circuit court saying that a Miami woman had no right to a lot and \$3,000 which had been given to her by a man she had befriended.

The court held that there was no evidence of fraud or undue influence saying: "There is no law in this country to prohibit a man of sound mind from making a gift of what he has for a lawful purpose to any person of his choosing . . . There is no better consideration for a gift than gratitude."

* * *

Florida landowners planted 3,500,000 slash pine, longleaf pine, red cedar, black

cherry and catalpa trees during the season just passed, according to C. H. Coulter, assistant State forester. More than 98 percent of the trees planted were slash pine and were grown at the State nursery at Olustee.

More than a million of the trees were purchased by the Container Corporation of America, which has a pulp mill at Fernandina and another plant in Jacksonville, and distributed to farmers free of cost. The Forest and Park Service distributed 100,000 free to members of Future Farmers, 4-H clubs and school groups.

There will not be so many trees available for planting next year due to labor shortage in growing the young trees from seed.

* * *

State Attorney Murray Overstreet, Kissimmee, and State Attorney Sams of DeLand switched positions for three days during the month during an investigation of New Smyrna Beach municipal affairs, by order of Governor Holland.

* * *

Five Southern governors attending the recent conference in Tallahassee were entertained at an all-Florida home-grown lunch in the home of Comptroller and Mrs. J. M. Lee. Cracklin' bread, baked ham, cottage cheese and other dishes were all produced by the Lees in their home garden or on their farm near Tallahassee.

* * *

J. B. High, Bunnell, has been appointed to the State Board of Engineering Examiners to succeed E. W. Watkins, Palatka, resigned.

* * *

Until its predecessor, R. E. Crummer & Company, has "fulfilled its obligations and contracts," no permit will be granted for the Crummer Company of Orlando to do business, according to action of the Florida Securities Commission.

The commission also served notice on the predecessor concern that proceedings will be started for cancellation of its present registration unless the company meets its alleged obligations.

* * *

Large citrus canning operations are commercial enterprises and subject to the State unemployment compensation tax, according to ruling of the supreme court. The court reversed a Pinellas court which ruled that citrus canning was incidental to agricultural operations and not taxable for this purpose.

* * *

Basil E. Kenney, Port St. Joe, has been elected president of the Florida Board of Forestry and Parks to succeed A. G. McArthur, Fernandina, who resigned to serve as State senator from Nassau County. The election was held at a recent meeting here.

Alex M. Collins, Ocala, was named vice president. Other members of the board are Mrs. Limwood Jeffreys, Jacksonville, secretary, and A. B. Edwards, Sarasota.

* * *

Circuit Judge R. H. Rowe, Madison, has been assigned by Governor Holland to preside in the tenth circuit during the illness of Judge H. C. Petteway of Lakeland.

(Continued on page 39)

Forestry Program Is Explained . . .

THERE ARE ON Florida farms, in round numbers, 2,600,000 acres of forest land. The average farm in Florida has more land in timber than in cultivated crops. Good forest management on this huge total forested area would insure maximum continuous production of high quality forest products, give greater stability to farm plant and materially increase both the farm value and income.

Although little attention has been given to forestry in the past, the farmers' woods are, by and large, in a more productive condition than most of the State's open range timberlands. In some areas wood-using industries report that seventy-five percent of their supplies come from farm woodlands. This is largely because farmers have just left their second growth forests to grow rather than to make any considerable effort toward growing timber as a crop. In part, of course, the better timber in the farm woods is due to some protection from fire, which occurred more or less accidentally when the farmer was forced to keep fire out, in order to save his fences and farm buildings. However, probably because of the increasing demand for his trees, the farmer is gradually beginning to realize the importance of his timber as a cash crop and is giving some attention to better forest management.

The Extension Service is today active in sixty of Florida's sixty-seven counties where farmers are given assistance in adopting improved and constructive forestry practices. The farmer is in a favorable position to give his forest land close supervision because he is in almost daily contact with it, and, during slack times, he can apply silvicultural treatment on a more intensive scale than the owner of large forest holdings. Foresters agree that \$2.50 per acre per year perpetually is not too much to expect from well-managed farm woodland. In addition, the farm forest should yield all of the wood products, such as lumber, fence posts, shingles, hand material and fuelwood needed on the farm. This means that Florida farmers could, with proper woodland management, have an annual cash income of six and one-half million dollars from the sale of forest products. The present income from farm timber sales, all will probably agree, is but a fraction of this figure.

The Extension Farm Forestry Program for Florida includes 14 specific activities. These are:

Fire protection on all farm forest land. Removing mature or undesirable trees in a timber stand improvement cutting.

Planting or natural reproduction of desirable species of forest trees where needed on all farm land which should be in timber.

Provide adequately for farm needs for wood products by saving enough mature timber for lumber needed on the farm, conserving "lightwood" for fuel and fence posts, planting red cedar for fence posts.

Proper measurement, grading and utili-

L. T. Nieland

Extension Forester
Agricultural Extension Service
Gainesville

zation in the marketing of farm forest products.

Development of 4-H forestry club work. Pruning forest trees.

Thinning forest stands.

Encouraging the practice of "gum farming."

Planting and encouraging natural reproduction of forest trees for erosion control.

Development of a practical timber-grazing program.

Prevention of destructive pulpwood cutting.

Cooperation in carrying out the objectives of the Norris-Doxey Farm Forestry and Forest Farming Projects.

Assistance in the control of insects and diseases.

In carrying forward this program the result demonstration is depended upon to a large extent in "selling" good forest management to farmers. For instance, a fine young planted forest or a well managed piece of farm timber creates a desire on the part of other farmers to own a similar forest. Farm visits, circular letters, newspaper articles, radio talks, demonstration meetings, posters, tours, motion pictures and slides, all help in stimulating interest in better farm forestry and are regularly employed by the Extension Service.

Extension workers also cooperate with a large number of other agricultural and forestry agencies. It is believed that only by close cooperation and a well coordinated attack can all contributing agencies be most effectual in solving the State's forestry problems.

The development of a sound and constructive land use program, not only on farms but also in our vast sparsely settled regions, today probably presents the greatest opportunity for industrial expansion in Florida.

Forestry will play a large part in such a scheme, because all forest land not suited or needed for cultivated crops or pastures should be restocked, where necessary and maintained in valuable forest growth.

The program would, however, be three-fold, involving the fullest possible development of forests, grazing and game. Fish culture should play an important part in the game program. Florida has many thousands of lakes and ponds which are ideal for the production of food and game fish. With good management, an acre of pond may be made to produce 300 or 400 pounds of fish annually. This compares more than favorably with an acre of improved pasture which may yield no more during the year than 150 to 200 pounds of beef. Of course, along with game protection would

come the restoration of other wildlife of recreational value and the maintenance, in proper balance, of such fur bearers as otter, raccoon and skunk.

On hundreds of thousands of acres of our open range lands where soils are suitable, improved pastures and grazing will probably always be the chief source of income. This is because the areas of moist productive soils, well adapted to grazing, intersperse all major forest land areas. The grazing of cattle, in addition to the production of forest trees, fits admirably into the whole scheme of proper land use. Grazing increases the cash return and may be the principal source of income until such time as the now depleted forest stands can be restocked.

The destiny of Florida and the welfare of all our people would therefore seem to depend largely upon an intelligent and well-coordinated program in which forestry, grazing and game will form the major interests. Each of these enterprises must be developed to its maximum possible production consistent with the best interests of the other two. Soil productivity and physiographic features, as well as economic conditions and personal inclinations, will help to determine the extent to which each should be developed.

This, in brief, will be a program of conservation, restoration and intelligent utilization of all natural resources. Such a program will contribute in greatest measure to the stability of our industries, the employment of our labor and the permanent welfare of those thousands of people now dependent upon the potential productivity of our millions of acres of cut-over lands.

When we Floridians have learned that we cannot reap long without sowing again and that our renewable natural resources—forests, game and soil fertility cannot be removed faster than they are replaced without bringing on social and economic disaster, and when we begin to build wisely and constructively on this basis, then and not until then, will Florida produce abundantly and permanently for all of its people.

CORPORATION LAWS APPROVED BY GRAY

Florida's laws regarding collection of corporation capital stock tax are efficient and there should be no change in them, according to the biennial report of Secretary of State R. A. Gray, recently released. The present laws provide automatic dissolution of any corporation delinquent for three years.

Gray recommended a modified civil service for State employees, established on a merit examination basis with "reasonable assurance of tenure to employees so long as they abide by regulations."

Gray stated that he did not contemplate a law which "would take from the head of a department the necessary authority to free the department of inefficient help."

MAKES 'EM LAST

Stanley S. Bourassa, field safety representative for the Minnesota Department of Highways and the Minnesota Safety Council, reports that he used one set of tires for 56,707 miles, with only two punctures during the entire period.

Mr. Bourassa attributed his high mileage to careful, conservative driving. He said that his car never had been driven at excessive rates of speed, his tires were inspected and inflated every week, and he was careful to start and stop slowly.

USE THE HORN

Some drivers fail to sound their horns when they start to pass another car. That is one time when the horn should be used. It informs the driver ahead of intention to pass. To sound the horn is to prevent a motorist from pulling unexpectedly in front of a car trying to pass. "Use Your Horn and Be Safe!"

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DELAYED REPAIRS COSTLY

Deferring the necessary repair usually multiplies the repair bill. This often is true in the case of putting off having the brakes relined.

When this job is long past due, it frequently is found that new drums are needed as well as new linings. Or, if the drums have not been so seriously worn as to call for replacement, they must be ground into "round" again.

DRIVE BUT DON'T DRINK

Those who drink feel it is their own business but the Public Safety Department of the National Automobile Club says that when one drinks and then drives, it is everybody's business. Even if one does not care what happens to himself, his passengers, or his car, there are others who do care very much about the same possessions.

No one has the right to dull his senses by imbibing too freely and driving, thereby endangering the life, limb and property of others. Drinking drivers are particularly hazardous today when the matter of private transportation forms such an important part of our Nation's war effort.

FIRST AUTO DEATH

Thirty-four years ago, in April, the first automobile fatality in the United States was reported. Tarlton Kenworthy, a 28-year-old resident of Winchester, Ind., met death when he lost control of the car he was driving at 15 miles an hour. It struck a telephone pole. Now, approximately 32,000 people are killed every year by auto accidents in the United States.—G.E.B.A. News.

DRIVER'S EXAMINATION

One bent fender is not a blot.
It might have occurred in a parking lot.
Two bent fenders create a doubt
Whether you know what it's all about
Three bent fenders are mutely graphic
You lack the skill to drive in traffic.
Four bent fenders—on this we balk;
You're not a driver! Get out and walk!
—New York Skyline.

BLOCKED REAR VIEW

When starting off on the annual motor trip motorists are warned by the Public Safety Department of National Automobile Club against piling baggage so high in the rear seat that the driver can't see out the rear window. Drivers must be able to see danger in order to avoid it. Not only does a filled back seat rob the driver of his rear vision but is a frequent cause of "driving strain."

All motorists should keep a record of the serial numbers of their automobile tires. Virtually the only way stolen tires can be identified when recovered is through the serial number stamped on the sidewall. Tire ration has caused a sharp rise in tire thefts.

Easy on the Gas will make it Hard on the Axis. Drive Slowly.

GASOLINE STORAGE

Motorists are warned against storing gasoline. When the gasoline rationing plan was announced, motorists were permitted to buy as much as they wanted until the ration books were printed and delivered. The storing of gasoline is not only dangerous but voids types of insurance on homes and automobiles. Some city ordinances prohibit the storage of more than a very few gallons. A supply of gasoline is just as dangerous as having a supply of TNT on hand.

One common cause of misalignment of the front wheels is bumping into the curb when parking. A slight bump that knocks the wheels out of line can cause thousands of miles of unnecessary tire wear before the motorist realizes it has had the slightest bad effect.

Here lies the last of Herbie Flynn
He left this world while cutting in.



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TEN LITTLE MOTORISTS

Ten Little Motorists, driving in line, one tried to pass the rest, then there were nine.

Nine Little Motorists, sadly I relate, one ran a traffic light, then there were eight.

Eight Little Motorists, young and not so deft, one tried to show his skill, and seven were left.

Seven Little Motorists, touring in the sticks, one failed to dim his lights, then there were six.

Six Little Motorists, very much alive, one failed to see a train and then there were five.

Five Little Motorists, speeding to the shore, one skidded in the rain and then there were four.

Four Little Motorists, coming from a tea, one turned around to chat, and then there were three.

Three Little Motorists, this is sad but true, one slumbered from fatigue, and then there were two.

Two Little Motorists, racing just for fun, one passed upon a hill, and there was but one.

One Little Motorist, though it's seldom done, lit a match to gauge his gas, and then there was none.—The Iowa Sheriff.

CUT-OUT CUTTING-IN

"Cutting-in" as an accident cause can be eliminated, according to the Public Safety Department of the National Automobile Club. If every motorist will remember that safety requires that he always wait until he can see the car he just passed in the rear-view mirror before turning back into the same traffic lane, the cause can be eliminated.

OF MICE AND MEN

He brushed his teeth twice a day with a national advertised toothbrush.

The doctor examined him twice a year.

He slept with the windows open.

He stuck to a diet with plenty of fresh vegetables.

He golfed, but never more than 18 holes.

He never smoked, drank or lost his temper.

He got at least eight hours sleep each night.

The funeral will be held Wednesday. He is survived by 18 specialists, four health institutes, six gymnasiums and numerous manufacturers of health foods and anti-septics.

He forget about trains at grade crossings! —California Highway Patrolman.

The football player who cheats is usually penalized or benched. But the man who cheats in traffic by cutting corners or running stop signs often gets his penalty the hard way—in a motor car accident.

RECIPE FOR ROAD STEW

Take one stewed prune, one pickled peach, and one date. Saturate the peach and prune with brandy, gin or whiskey. If unable to get these, wine or beer will do. Place on the seat of a high-powered car and leave on the road for 30 minutes. Then garnish with broken glass, gravel, and serve cold on a marble slab. Very attractive in light-colored box garnished with flowers.

THREE COSTLY PRACTICES

Turning corners at high speeds which shifts the weight of the car to one side, suddenly stepping on the accelerator and spinning the wheels, and rushing up to corners and slamming on the brakes are three practices that take a great deal more life out of the tires than many car owners imagine. Further than that, they are a trinity of tricks that are none too good for other parts of the car. Motorists can help the war and National defense efforts by avoiding these three.

Studies in inconsistency—the man who brags of his patriotism and then drives at 60 per hour in the face of a rubber shortage.

Cross switch your tires now and then and help the boys double-cross Hitler!

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ACCIDENTS IN WARTIME

Man hours lost through accidents in the U. S. A. totaled 3,680,000 in 1941, reports the Public Safety Department of the National Automobile Club. This loss due to accidents represents enough time to build 20 battleships, 100 destroyers, 9,000 bombers and 40,000 tanks. Preventing these accidents means continued production of the necessary equipment for America's armed forces. Most accidents are preventable and motorists who would be patriotic will drive with greater caution, courtesy and common sense during wartime to prevent this staggering loss.

ALL DONE WITH NUMBERS

(Continued from page 17)

campus under direction of the State Road Department.

The cost accounting department has compiled and arranged a manual or classification of accounts for electric tabulating equipment where the numbers referred to earlier come into prominence. Each departmental division or its subdivision has been assigned its proper title and identified by use of an account number, a special series of numbers being assigned for each.

Here is a summary of the departmental divisions and accounts for which cost records are kept:

Construction: By individual projects, counties, division, type of construction and funds used.

Routine maintenance, traffic and traffic accident prevention: By highway surface type groups, counties, division, type of work, and whether on the general State system or a part of the system constructed by Federal participation.

Periodic maintenance: Same as routine maintenance traffic. Also individual job, by the assignment of a work order number.

Investments: Purchases and overhaul of automobiles, motor trucks and field machinery by individual piece.

Buildings: Individually and/or in groups according to the operations of the department they serve.

Office and surveyors' equipment, shops and laboratory machinery and equipment: Individual piece and/or grouped according to the operations of the department they serve. Monthly depreciation credit is allowed by individual piece or in groups as the case may be.

Financial accounts: State trust fund, accounts receivable, commitments, etc.

General and administrative accounts.

Clearing accounts: Operating expenses are accumulated monthly and/or for the annual period, and distribution made either monthly or annually to the operations of the department for which they serve.

General and administrative, engineering, supervision and plans and surveys.

Testing laboratory.

Division: Administrative, engineering and supervision individually for the five divisions.

Division: Administrative, engineering and supervision of maintenance, traffic and traffic accident prevention only. By divisions and individual locations, 16 for the entire State.

Division repair shops, division warehouses, division sign shops, division post manufacturing plants, division plant mix and patching material plants: One each of which are located at the 16 different offices for administrative, engineering and supervision of maintenance.

Convict camps: Total of 31 located in various sections of the five divisions serving both maintenance and construction, with a personnel of 1,200, including prisoners.

Convict camp farms and gardens: One at each camp from which meats and farm produce is furnished to the individual camp.

Gas and oil supply stations: Total of 94, located at the various camps and unit headquarters, serving the department's equipment.

Miscellaneous accounts: Traffic lane guide and center line painting; traffic studies; workmen's compensation; blue print and duplicating departments, etc.

Equipment operating expenses: Classified as to types and by the individual piece. Automobiles and motor trucks, total of 856

pieces. Field machinery and equipment, about 1,200 pieces, which includes all types of construction and maintenance equipment.

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Here is the procedure for obtaining cost data for each of the individual accounts, etc., which are listed in the foregoing summary of accounts:

All source documents, such as payrolls, contractors' estimates, requisitions, purchase orders and forms designed for the particular operation or distribution of cost carry a simple distribution space as follows: Division No., Road No., County No., Project No., Camp No., SRD No., Surface Group No., Federal or State No., Tank No., Account No.

The item of cost is classified according to the manual or classification of accounts and distribution so indicated.

All source documents are submitted to the cost accounting department. Numbers are assigned to each vendor and recorded by name both alphabetically and numerically. The items are then classified as to commodities by use of the manual. All distributions are checked for the proper accounts to which the charge is made. They are then coded according to the distribution and passed to the key punch operators for key punching the information into cards used by the tabulating department. The cards required for the entry of this cost distribution average about 35,000 to 40,000 monthly.

By use of the detail key-punched cards the tabulating department compiles monthly statements for each individual project under construction, highway surface type group, departmental division, or subdivision and clearing accounts. Also each individual piece of equipment, showing the purchase and overhaul cost, depreciation and balance, operating cost and per diem rental charge.

These statements are accumulated each month for the annual period and submitted at the close of each month to the supervising engineers and supervising officials.

From the monthly statements compiled by the tabulating department the cost accounting department prepares control figures for each departmental division or subdivision, accumulated for the calendar year and to date for the chief clerk. Also, check statements against ledger records for errors, supply necessary classified headings for identification, ditto, bind and distribute to the supervising officials and engineers.

From these statements and monthly key-punched cards special statements are compiled such as special equipment operating cost, monthly comparison of labor cost by subdivisions of the department, and various statements for the W.P.B., O.P.A., Bureau of Public Roads and political subdivisions.

From these monthly key-punched cards tabulated costs are compiled for the month and posted to ledger accounts for each individual convict camp. Also maintenance, traffic and traffic accident prevention cost for the general State system of roads and roads of Federal participation by individual counties.

At the close of each calendar year all costs of construction for the year are recorded in ledger accounts for each individual project and added to any previous cost showing expenditure for each year and to date.

From the ledgers and details from cost statements costs are compiled and published for each biennial period.

Warehouses are provided for a stock of materials and supplies for use in the operations of the department, located at each of the 16 different offices for administrative engineering and supervision of maintenance.

The maintenance engineer is the supervisor of such warehouse assisted by his office clerk and a stock clerk, all under bond. Rules, regulations, accounting methods and procedure governing the operations and accounting for such supplies are in effect. Records are kept showing receipts, disbursements, perpetual inventory and cost of each item. Monthly reports are made to the general accounting division from which all items and quantities are checked and disbursement costs made to the proper accounts and warehouse allowed credit.

The total value of all warehouse stock on February 28 was \$521,782.86. The annual stock turn-over is about two and a half times.

There is one field auditor whose duties are to make the necessary audits of ware-

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house records and stock and to make the necessary transfer audits. Due to unsettled conditions during the past 15 months there were 41 changes in the warehouse personnel which required 41 separate audits. This, of course, is unusual. However, it is remarkable how few discrepancies occur even though this condition exists. The department feels this is due to close supervision and a personnel of three at each warehouse jointly responsible and bonded.

Each prison camp is maintained as a separate unit under supervision of the captain and yardman, both under bond. They are responsible for food and supplies used in the operation of the camp. Rules, regulations, accounting methods and procedure are in effect.

There are two field auditors whose duties are to make monthly audits of each individual camp and also any transfer audits that may be necessary. There have been 32 transfer audits since May 15, 1942.

Gas and oil supply stations handle petroleum products only, consisting of 4 to 6 items. The accounting method and procedure for these stations is such that when a purchase order is issued for supplies the quantities and value of each item are charged to the station by the general accounting division.

Each delivery made by the station is receipted for by the equipment operator and submitted monthly to the general accounting division with report of inventory. From these delivery receipts charges are made to the individual piece of equipment, quantities and values, and credit allowed the station. By this method when the total cred-

(Continued on page 45)

CAPITAL CHATTER

(Continued from page 33)

February was one of the worst months in many years for forest fires in Florida, according to State Forester H. J. Malsberger. Drouth, freezing weather and woods burners contributed to the burning of some 93,000 acres of land under fire control and damage was estimated at \$130,000, more than 65 percent of all damage since July 1. Records are available only for the 5,070,000 acres of land under control and damage must have been much greater on the 16 millions acres without protection.

* * *

Cade E. Shackleford, 82, former Leon County member of legislature, died in Tallahassee March 29. He had been tax assessor in Escambia County before moving to Leon.

* * *

Patents on a process for making cattle feed from citrus canning waste products discovered by Dr. Wayne M. Neal, employed as an assistant in the experimental station at the University of Florida belong to the State, according to a ruling of the supreme court. The decision, reversing a decision of the Alachua court, held that the process was developed under State direction and at State expense although the patent was issued in the name of Dr. Neal.

Florida's insurance premium tax collections were \$75,000 ahead of last year on March 30, according to State Treasurer Ed Larson, also insurance commissioner, who stated that he would not favor any increase in rates by the 1943 legislature. Collections since last July totaled \$1,296,269.

* * *

Melvin E. Russell, Key West, Monroe County school superintendent, has been granted a leave of absence for service in the armed forces.

* * *

March collections sent beverage tax revenue to a total of \$5,913,416 for the first nine months of the current fiscal year compared to collections of \$4,485,481 for the same period last year, a 31 percent increase. March collections were \$659,698 against \$538,745 for March 1942.

* * *

In advisory opinion to Governor Holland the supreme court holds that vacancies which may occur on the Florida circuit court benches during the next five years can be filled only through appointment by the governor. A new constitutional amendment providing for direct election of circuit judges does not make them completely elective officials until the expiration of present terms in January 1949, the court ruled.

* * *

Joseph Y. Cheney, member of the Florida Parole Commission, has been named Florida representative on the professional council

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of the National Probation Association, by appointment of Dean Roscoe Pound, president. Cheney, a former probation officer for the U. S. district court in Tampa has been active in the association for a number of years.

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Attorney General Tom Watson is urging compliance with an order of the 1849 legislature which authorized compilation of the ancient British laws which were the law of Florida when it became a State nearly 100 years ago. Justice Leslie A. Thompson was sent to England to compile the laws and his notes are still on file in the supreme court but have never been published. The attorney general also has suggested that the notes of Justice J. B. Whitfield, who retired recently also be published.

* * *

Population of Florida's prison system decreased during March from 2,896 to 2,846. Seventy left prison on the expiration of their terms and 63 were released by the Parole Commission.

* * *

Men discharged from the Army and Navy in this war will have to pay for recording their discharges from military service, according to ruling of the attorney general's office. A law passed several years ago permitting veterans to record their discharges without charge does not apply to veterans of the present war, the order held.

* * *

Florida women, first in the collection of waste fats in December dropped to second place in the Nation in February, according to C. C. Codrington, WPB general salvage manager. Nevada went into first place with 84 percent of its quota collected.

* * *

Many Tallahasseeans, headed by Governor Holland and members of the cabinet, attended the funeral of R. Stanley Adams, State senator from the 13th district in Jasper. Senator Adams died April 1 on his plantation near Jasper.

* * *

Sign owners have been advised to remove their signs from vacant business places along the highways of the State, according to Director W. L. Hill of the outdoor advertising division of the State Road Department.

State law allows posting of signs without permit within 100 feet of places where the merchandise advertised is sold. If beyond that limit, they must be licensed and can be erected legally only with the permission of the director.

* * *

Among State officials who made the recent trip to Washington in regard to freeing tolls on Tampa bridges were Chairman Thomas A. Johnson, Secretary H. H. Baskin and Attorney Robert Erwin of the State Road Department. They were accompanied by Representatives Archie Clement, Tarpon Springs, and E. P. Martin, Plant City, representatives of Pinellas and Hillsborough Counties, respectively.

* * *

C. F. Rowland, State liaison officer for the Red Cross, reports that Bartow, Governor Holland's home town, was the first chapter in the State to exceed its \$6,500 goal in one day. Sarasota, Franklin, Gilchrist and Bay Counties also have exceeded their goals to date.

Traffic over Florida highways during January dropped 55.8 percent compared with the same month a year ago, according to records of electric eye meters on highways, Thomas A. Johnson, chairman of the State road board announces. Traffic over entrance roads from the north was off nearly 60 percent.

* * *

Population of the State prison farm at Raiford and other farms dropped from 2,933 to 2,896 during February, according to report of Supt. L. F. Chapman. In the last year the Raiford State prison population has dropped from 1,802 to 1,459 while that in road camps has decreased from 1,535 to 1,007.

* * *

Seventeen million board feet of timber in the Osceola National Forest have been

offered for sale and bids will be opened on April 22. The timber includes 14,000,000 feet of pine and 3,000,000 feet of cypress and is located in Baker and Columbia Counties.

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Chairman Edward Everett and Mrs. Helen Coxon of the recently created Georgia Parole Board, conferred with members of the Florida board last month. It was said that similar conditions govern both States in their handling of prisoners.

County and home demonstration agents throughout the State have been supplied with booklets on the planning and care of Victory gardens. They may also be obtained by writing to the State Agricultural Extension Service, Gainesville.

Much damage to the U. S. Biological Survey's St. Marks' game refuge, on the coast south of here, was done by a recent fire which burned over several hundred wooded acres. Coast Guard and Army detachments joined fire fighters.

Attorney General Tom Watson has ruled that publication of the list of qualified voters is not essential to an election and that the publication costs cannot be charged against a county if there is nothing budgeted to pay them.

F. F. Breazeale, West Palm Beach, has been appointed supervisor of probation and parole activity in Palm Beach County. He ranked first in an eligibility list of five persons recently established by examination.

The State Road Department is studying access road plans for a new naval airfield announced for midway between Cocoa and Titusville. The plant has been approved by the Airport Approval Board.

Governor and Mrs. Holland were the guests of five Army generals and members of their staffs at dinner at Camp Gordon Johnston near Carrabelle on their recent 24th wedding anniversary.

Governor Holland has accepted the resignation of Vinson W. Lowry as a member of the New Smyrna-DeLand drainage district board of supervisors. Lowry is in active military service.

John Ferguson Conn, DeLand, and Jay F. Pearson, Coral Gables, have been reappointed to the board of examiners of basis sciences.

Circuit Judge George W. Whitehurst, Fort Myers, was assigned to the Dade-Monroe County circuit for 30 days beginning March 15.

Secretary of State R. A. Gray recently ended his tenure of office as Worthy Grand Patron of Grand Chapter of the Florida Eastern Star.

Mr. P. K. Weave, Kissimmee, has been appointed to the District 12 Osceola County Board of Social Welfare to succeed the late N. C. Bryan.

S. R. Doyle, registrar of the Florida State College for Women who died recently, had 16 years of perfect attendance at weekly Kiwanis Club luncheons.

B. T. McClelland, Frink, has been appointed to the Calhoun County commission to serve during the military service of Emmette Reeder.

Commissioner of Agriculture Nathan Mayo recently issued a warning to "Victory" gardeners to buy only those pea, bean and lintel seeds which bear the germination test labels.

WITH COUNTY COMMISSIONERS

(Continued from page 31)

A model Victory Garden has been established in the backyard of the Orange County courthouse under the supervision of the Orlando Jaycees. Mayor William Beardall, Orlando, turned the first spade of dirt.

Court action to take over the Pensacola Bay bridge has been authorized by the Es-

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cambia County commission. The commission will provide funds for purchase of the bridge by issuing bridge revenue bonds.

* * *

Devil's Garden road, a trail used by Seminole Indians and hunters for many years, has been ordered closed by Hendry County commissioners. A shorter road has been built from LaBelle to the Big Cypress swamp.

* * *

Manatee County's display advertising of delinquent properties is reaping a harvest of dollars. More than \$10,000 in applications have been received and the board has gone on record to keep up the good work.

* * *

Palm Beach commissioners are working with the county medical society in an effort to lower the cost of combating venereal diseases in the county. When worked out the plan may be of assistance to other counties.

* * *

Duval County commissioners have requested assistance for women of the WPA sewing room from Florida members of Congress. The room will be discontinued the last of the month if no new arrangements are made.

* * *

Pinellas commissioners are cooperating with, not sponsoring, the Pinellas County Postwar Planning Council, in advocating a one-mill levy for ten years to create a post-war fund to aid in bringing Federal projects to the county.

* * *

Palm Beach County officials quartered in the courthouse will look out through Venetian blinds, according to recent action of the commission in authorizing repair work on the building. The blinds will replace worn out awnings.

* * *

Sarasota and Manatee Counties are having an audit made of expenditures on the Sarasota-Bradenton airport to get a clear picture of the financial standing of sponsors, including the counties and cities. The field is under lease to the Army.

* * *

Members of the Dade commission were recently astounded when they were informed by the chairman of the Dade County blood bank that it is now self supporting and will need no further financial assistance. County savings, \$250 a month.

* * *

Marion County commissioners are cooperating in the effort to get new sources of foods during the war emergency. They recently authorized the home demonstration agent to purchase a new pressure cooker to be used in a cannery to be operated by the county.

* * *

Columbia County commissioners played in hard luck last month. The Rose Creek bridge caught fire one Saturday and was about half burned before it could be extinguished. It caught fire again the next day and burned to the dry creek bottom, and damages will run over \$1,000.

* * *

Survey of the DeLeon Springs-Conners-

ville road has been taken over by the State Road Department, according to notification to the Volusia board. The survey is necessary for settlement with the owner of lands traversed by the road and was promised by the board of five years ago.

* * *

A. A. Poston, chairman of the Palm Beach commission, has been reappointed as the chairman of the legislative committee of the State Association of County Commissioners. Serving with him are E. H. Beckett, Pinellas; H. H. Bailey, St. Johns; S. C. Fox, Broward; W. R. Connell, Gulf.

STRIKING WHILE HOT

(Continued from page 23)

amounts of the coin of the realm they have not neglected the war bond drive.

The Florida Orange Festival association at Winter Haven, headed by President John A. Snively, Jr., recently inaugurated a drive to sell \$9,000,000 worth of war bonds within the industry—thus giving Uncle Sam

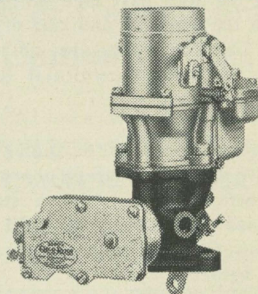
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the wherewithal to buy and equip a fleet of 30 bombers of the Flying Fortress class. As this is written, preliminary reports indicate at least \$4,500,000 or one-half the goal, enough to send 15 bombers hurtling through the skies has been sold right in the citrus industry and properly credited.

But with all the war troubles, the labor shortages, the current dry spell, the cold snap of a few weeks back, rising taxes and increased costs, the Florida citrus industry is right in there pitching and will be heard from right on.

Keep 'em eating Florida citrus.

COMMITTEES OF HOUSE

(Continued from page 32)

Public Utilities: Leaird, chairman; Inman, vice chairman; Beck, Carter, Clement, Collins, Cook, Fuqua, Hendry, McDonald, Papy, Sanchez, Scofield, Stewart, (Hendry), Turner (St. Johns), Walker.

Public Welfare: Inman, chairman; Averieth, vice chairman; Ayers, Brackin, Clark, Dowda, Floyd, Hendry, Holland, Leedy, McMullen, Peavy, Sanchez, Thomas (Lake).

Railroads, Telegraph and Telephones: Cook, chairman; McKendree, vice chairman; Branch, Carlton (Duval) Clark, Crary, Floyd, Harris, Hodges, Johnson, McDonald, Walker, Wotitzky.

Resolutions: Crofton, chairman; Fuqua, vice chairman; Bizzell, Bronson, Byrd, Leedy, Wotitzky.

Rules and Calendar: Lewis, chairman; Clement, vice chairman; Ayers, Bailey, Beck, Brackin, Cook, Crary, Jenkins, Leaird, Leedy, McDonald, Scales, Scofield, Shivers, Stewart (Hendry), Thomas (Escambia), Wiseheart, Wotitzky, Yaeger.

Social Security: Holland, chairman; Wiseheart, vice chairman; Ayers, Crews, Crofton, Floyd, Fuqua, Martin, Thomas (Escambia).

State Institutions: Rivers, chairman; Boynton, vice chairman; Bizzell, Carter, Collins, Dunham, Lane, Mann, Parker, Smith (Jackson), Troxler, Usina.

State Marketing: Burwell, chairman; Smith (Jackson), vice chairman; Bronson, Bryant, Commander, Dunham, Getzen, Hancock, Hodges, Middleton, Peters, Turner (Levy).

State Pensions: Williams, chairman; Paevy, vice chairman; Ayers, Baker, Bronson, Scales, Stewart (Hendry), Taylor.

State Prison and Convicts: Dugger, chairman; Mann, vice chairman; Andrews, Carlton (Duval), Commander, Dunham, Inman, Middleton, Murray, Peters, Scofield.

State Publicity: Turner (St. Johns), chairman; Commander, vice chairman; Ayers, Cobb, Lane, Wotitzky.

Temperance: Crary, chairman; Williams, vice chairman; Bronson, Cook, Davis, Fuqua, Hendry, Hodges, Inman, McDonald, Papy, Turner (St. Johns), Wiseheart.

Veterans' Affairs: Smith (Polk), chairman; Shivers, vice chairman; Barefield, Peters, Smith (Seminole).

to much larger proportions than we now have. Unemployment is almost sure to plague us when labor and industry readjust themselves from war production to pursuits of peace and there is no stronger insurance against an utter breakdown of purchasing power than a large unemployment compensation pool."

"It is my recommendation that as large a reserve as possible be built up for road construction after the war."

Permissive legislation for a State building program, including colleges and institutions, "would constitute a reservoir of after-the-war construction."

"Counties and cities should be authorized and encouraged to set up reserves for post-war public works."

"In 1942, due to war restrictions, gasoline consumption fell off about 25 percent, creating a loss of over \$7,000,000 below receipts from gasoline taxes in 1941. It seems now reasonable to expect this loss to increase for the present year to 40 percent below 1941 collections."

The legislature should provide "new revenue in the amount of \$3,500,000" to help offset the war losses in race track taxes allocated to old age pensions and the counties.

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NOT A DIME

(Continued from page 29)

money available to be paid out in unemployment benefits after the war should be built

"I strongly believe that the best available sources is a cigarette tax the same size as that levied in Georgia and Alabama—three cents on a package of 20, and two cents on a package of 10. I think such a tax

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will meet our needs. No tax on cigars or pouch tobacco is involved."

"It is, and will continue to be, my earnest hope and prayer that divine guidance may be always present during our deliberations."

PATROL IN WAR, TOO

(Continued from page 19)

of George Grotz of the National Safety Council. It provides for compulsory accident reporting, speed regulations, minimum requirements for car and truck lighting and brake equipment and other regulations tending to make for highway safety.

Although perfection has not been attained in the reporting of accidents—the law calls for a report on all crashes involving a property damage of \$50 or more, or which result in the death or injury of any person—progress is being made.

All reports of accidents received by the Department of Public Safety are carefully recorded and analyzed by the records bureau of the Florida Highway Patrol. Data compiled from these records furnishes information valuable to educational, engineering and enforcement purposes. It results in scientific methods being employed to keep down traffic fatalities and in expediting the work of the patrol by indicating danger points and defects in highway engineering.

For the first time in history Florida authorities are able to make a correct analysis of traffic accidents and the causes of death and injury on the highways. Information recorded shows definitely the trend of travel and safety. Heretofore, very little was known about either the extent of rural accident problems in Florida or the factors comprising these problems. Evidence now exists which shows the seriousness of this problem but there is every reason to believe that the patrol's program of accident prevention and traffic control is working out advantageously.

The State Bureau of Vital Statistics is working in close cooperation with the safety department and the patrol with the result that it is almost impossible for a death resulting from a traffic accident to escape the attention of department authorities.

Training of men in the patrol has been thorough. The Lakeland school was conducted by Lt. Robert Raleigh of the Northwestern Traffic Institute who also supervised refresher schools for patrolmen in other parts of the State. D. C. Snedaker, field representative of the traffic division of the International Association of Chiefs of Police, Capt. J. J. Elliott of the Georgia State Police, Fred S. Fosler of the Indiana State Police, Edward Meyers of the Federal Laboratories Corporation, George Crotz and Glenn V. Carmichael of the National Safety Council are among the lecturers and instructors appearing before the Florida patrol. Members of the Federal Bureau of Investigation and the U. S. Secret Service also have given in-

struction as to methods of cooperation with these Federal agencies.

Comparative report of traffic fatalities for 1942 compared to 1941 shows that results of regulation have been gratifying and that the reduction in fatalities is remarkable despite decrease in civilian travel due to gasoline shortage. This report shows that there were 812 traffic deaths in 1941 compared to 526 in 1942, a decrease of 35 percent. Motor vehicle licenses sold in 1941 totaled 593,019 compared to 542,815 in 1942, a decrease of but 19 percent. Drivers' licenses issued in 1941 totaled 855,144 compared to 768,217 in 1942, a decrease of but 11 percent. Gasoline consumed in Florida in 1941 amounted to 464,610,356 gallons compared to 423,762,014 gallons in 1942, a decrease of but 9 percent. It must also be remembered that military car traffic increased at the same time that civilian traffic decreased but there are no figures available as to just how much. With an estimate of from 600,000 to 1,000,000 service men training in the State, it must be admitted that the increase in military traffic has been considerable. Of all 1942 traffic fatalities, 57 were soldiers. Nearly 400 soldiers were injured in highway crashes.

Director Gilliam's report for 1942 shows that one person was killed in a traffic accident in Florida every 17 hours, that someone was injured in a traffic accident every 26 minutes and that a property damage accident in which there were no casualties happened every seven minutes.

The National traffic death toll in 1942 was 27,800, a decrease of 30 percent under

the 1941 toll of 40,000. In Florida the 1942 traffic death toll was 526, compared with a

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toll of 812 in 1941, a decrease of 35 percent. The Florida traffic death ratio is 13 persons killed for each 100,000,000 miles traveled and Florida is the safest State of the nine Southeastern States, considered from this point. In Georgia the ratio is 17.4, in Alabama 18.4. For the entire United States the ratio is 12.6.

During the year there were 47,340 accidents in Florida involving a property damage of less than \$50, 31,560 accidents involving property damage of more than \$50 and 18,410 accidents in which persons were injured.

In the accident experience report for 1942 made up by the patrol from reports by police officers and drivers as required by law, it is shown that of the total of 526 killed, 150 met death in collisions of motor vehicles, 138 in collisions of motor vehicles and pedestrians, 125 when motor vehicles ran off the roadway, 36 in collisions of motor vehicles and railroad trains, 24 in other non-collision accidents, 18 in collisions between motor vehicles and bicycles, 16 in overturned motor vehicles on the highway, 10 in motor vehicle collisions with fixed objects, 4 in collisions not stated, 2 in collisions with animal-drawn vehicles, 2 in collisions with animals on highway and 1 in a collision between a motor vehicle and a street car. Of the 526 killed, 340 met death in rural accidents and 186 in urban accidents. In the 4,414 accidents reported in this classification, 423 were fatal accidents and 3,583 persons were injured.

Vehicles involved in accidents in 1942 included 5,054 passenger cars, 1,338 trucks, 182 buses, 180 trucks and trailers, 68 motorcycles, 12 passenger cars and house trailers, 105 truck-tractors and semitrailers.

Exceeding the speed limit was the violation indicated in 1,020 accidents reported in 1942. Other accident violations listed: On wrong side of road not in passing, 754; did not have right of way, 615; exceeded safe speed but not stated limit, 473; disregarded stop sign and signal, 301; reckless driving, 238; following too closely, 230; disregarded stop-and-go light, 111; failure to signal or improper signal, 93; cut corner on left turn, 88; improper parking location, 84; improper starting from parked position, 82; other improper passing, 62; cutting in, 58; wide right turn, 39.

Report on the condition of motor vehicles involved in accidents during 1942 shows that 172 had defective brakes, 132 had

puncture or blowout, 38 had worn-smooth tires, 76 had steering gear defects, 37 had improper lights, 10 had both headlights out.

Of the 7,143 vehicles involved in 1942 accidents, 428 were of the current year, 1,431 were 1 year old, 1,684 were 2-3 years old, 1,862 were 4-6 years old, 1,219 were over 6 years old. The greatest number of accidents occurred at 21-30 miles per hour (1,428) and 81 persons were killed in these crashes. Sixty persons were killed in 566 accidents which happened when the car was going 41-50 miles an hour, and 16 persons were killed in 54 accidents which happened when the car was going 71 miles per hour or over.

The greatest cause for accidents in 1942 aside from drinking, was when the driver apparently went to sleep. Next cause was driver blinded by headlights. However, most drivers involved were suffering no handicap.

As to drinking, the report for the year shows that of 6,882 drivers involved in accidents, 5,079 had not been drinking. Of those who had been drinking 448 were obviously drunk, the ability of 169 had been impaired, the ability of 150 had not been impaired, 371 had been drinking but it was not proven if their ability was impaired.

The largest number of drivers involved in accidents (2,983) had 11 or more years experience. The next largest number (1,151) had 6 to 10 years experience and 829 had 1 to 5 years experience. Of these drivers, 1,067 were 26 to 30 years of age, 871 were 16 to 21 years, 837 were 22 to 25 years, 838 were 31 to 35 years, 690 were 36 to 40 years, 568 were 41 to 45 years, 466 were 46 to 50 years, 490 were 51 to 60 years, 390 were over 60 and 34 under 16 years of age.

AUDITING DEPARTMENT

(Continued from page 39)

its, quantities, and values are allowed against the purchase, the balance is inventory which must balance with the inventory report as submitted by the station attendant.

The machine room, or tabulating department operators cut and verify the essential data in the general accounting cards and file batch sheets numerically by month. This department keeps to date most of the information desired by any branch of the State Road Department by hours, quantity, miles and money, commodity and by account number, as the case may be.

The general accounting division records

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all of the transactions of the department in regards to the receipts and disbursements of funds and obligations incurred. The accounts of the general ledger are: Cash accounts, anticipated income, investment and expense, revenue, accounts payable, available cash surplus, budget requirements, appropriations, deferred accounts and reserves. Other ledgers keep detail records of county surplus and county second gas tax funds, the amounts of all Federal project agreements and collections made, amounts of project contracts earned and payments made to contractors.

This general accounting division prepares the monthly status of contracts, Federal surplus and financial statements. The status of contract statement reflects, in detail, the contractual obligations of the department. The Federal surplus statement reflects the status of all Federal projects as to the amount of contract, amount earned, Federal amount receivable and surplus. The surplus represents the uncollected amount earned of Federal receivables.

The financial statement consists of the balance sheet which reflects the current status of the department. The cash statement details, by divisions, the receipts and expenditures enabling any member of the board to check his own division at any time. The revenue statement reflects the estimated revenue, by funds, the collections made and balances to be collected. The allotments and encumbrances statement which is detailed by divisions, reflects allotments for operations, encumbrances charged against allotments and unencumbered balances. The county funds statement reflects the allotments to projects of county funds, the anticipated income of county funds and the receipts, disbursements and balance of cash in county funds.

The voucher department checks all vouchers and invoices for payment. This department is the liaison between the department and the comptroller's office and mails out warrants issued by that office for the department. It also makes deposits with the treasurer's office.

The Federal projects division of the accounting division compiles costs of Federal projects constructed with State forces and prepares Federal reimbursement vouchers for such costs. This division also compiles engineering costs on Federal aid surveys and access road projects, which are furnished to the Federal aid project engineer for inclusion in the reimbursement vouchers on these projects. Incidentally, there are some \$14,000,000 of these type projects since defense work started. Reports and data required by the Public Roads Administration is also compiled by this division of the accounting department.

On the Overseas project this office handles the Tallahassee accounting in connection with the construction of this project. It also assists the chief clerk in the preparation and compilation of reports and statistical information and makes special field audits as required by the general auditor. It also compiles engineering costs on access roads constructed under contract for inclusion in the final reimbursement vouchers prepared by the engineering department.

Under the cashier's office comes voucher

control, the general trust fund ledger, the outdoor advertising ledger, the contractors' bid account ledger, the accounts receivable ledger and all details in connection therewith, the trust account (Defense Highway Act of 1941) ledger, the insurance on Overseas equipment, the bond files of the division of engineers, bridge files including the making of vouchers for purchase and lease payments. It also handles correspondence with railroad and utility companies in connection with delayed bills covering installation of grade crossing signals awaiting settlement by the Public Roads Administration.

The general supervision department headed by the chief clerk and coming directly under the general auditor, supervises and assists in the preparation of financial statements, prepares special statements and analyzes statements. This department also supervises the office personnel as to the assignment of regular duties and transfer to

other duties at times to relieve congestion in the flow of work. In the absence of the general auditor this department approves vouchers, expense accounts and other items of a routine nature.

"I am very proud of the personnel of the auditor's department," said Waterston recently. "The progress that has been made in improving and simplifying the method of handling State Road Department funds could not have been made but for the untiring efforts and loyalty of the men and women of the department."

"If there is any praise for the advancement made during my administration of the affairs of the department, it should go to those who have carried out the detailed work. No member of the office or field forces of the department has been satisfied with just doing their job well. Perfection has been their goal, and, while we feel we have made a lot of progress, we are still working with that idea in view."

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FIRST FLORIDA ROAD

(Continued from page 15)

ple to provide means for paying off county road and bridge bond debts from two cents of the gasoline tax. This amendment was approved at last November's general election.

The State Road Department today is the largest single department in the State government. Members are appointed by the governor who also designates the chairman, who is the chief administrator of the department. The members come from the congressional districts, thus representing the people of the entire State. Divisional offices are located in five divisions of the State, in charge of a divisional engineer.

GOING TO TOWN

(Continued from page 13)

1933 passed an act creating the "State Marketing Board"—consisting of the governor, the commissioner of agriculture, and the State marketing commissioner—which was authorized to build these warehouses out of the inspection fund. These funds were not sufficient to run the Department of Agriculture and build these plants.

"So, we proceeded in the best way we could, with the limited funds at hand, to establish a marketing warehouse in Sanford, in Seminole County, and I am glad to say that it has exceeded our most sanguine expectations in what it has accomplished.

"Following the successful season, the past year, experienced by the producers who took advantage of this wholesale market, this department began to lay plans for the establishment of similar markets through the State. I, therefore, asked the 1935 legislature to appropriate funds or authorize this department to solicit funds or borrow a sufficient amount from the Federal government with which to establish a number of these markets. While this was not done, I am determined to continue my efforts along

this line until the money is made available from some source for this purpose."

How effectively Commissioner Mayo continued his efforts is illustrated by the growth and expansion of the system of State farmers' markets since that date. The system today includes 28 markets of all types in its set-up of which 26 are in active service, and its importance in the agricultural economy of the State has grown to an even greater extent. The Sanford market in January alone of this year sold more than \$260,000 of farm produce as compared with \$518,625 for its entire initial year.

It must be remembered in evaluating the work involved in developing our State market system that no other State provided a suitable pattern upon which to build one to meet the needs of Florida. Ours had to be "tailor made" from whole cloth. Markets have been built to conform to the major crops in the sections served. Operating plans

conform to local customs as far as is consistent with good business principles, and guidance of a local advisory committee for each market to aid in the management is an important element in the success of the system.

All factors were taken into consideration before markets were built. Donations of suitable real estate to provide for any necessary expansion was the first step taken by local committees. Sites had to be adjacent to rail and highway transportation. After the site was secured, suitable buildings were planned and erected mainly with the assistance of Federal relief agencies. The State Road Department assumed the necessary paving to make the markets easily available for trucks. Of the total cost of the markets in the system appraised at \$1,323,500, approximately 30 percent may be charged to the Department of Agriculture's inspection fund, representing its share in the cost of building the system.



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The State market system is democratic in principle. The methods used for bringing the farmers and the buyers together to effectuate sales conforms as much as possible to the customs and usage of the communities served. In some of the vegetable markets, the auction sales system is employed, but even then the auctions vary in their application. At other markets, farmers sell direct to the buyer, with the assistance of the market manager. And, in some instances, agents are employed by the farmers to represent them in trading with produce buyers.

All livestock markets use the auction system, and the chant of the livestock auctioneer is becoming as famous in Florida's livestock producing areas as that of the tobacco auctioneer so well publicized by radio broadcasts.

Revenue for defraying costs of operation is derived from a number of sources; but because these markets, being State-owned and State-operated, are nonprofit organizations, revenue is collected only in sufficient amount to meet actual expenses.

Activities of State farmers' markets are divided into four main divisions—vegetables and fruits, livestock, tobacco and home industries.

During the Fall and Spring vegetable seasons, and the strawberry season which reaches its peak in the Winter months, buying demand is usually greater than the supply due to the fact that the States to which our produce is shipped are snow-bound and hungry for fresh fruits and vegetables. Long-distance truck transportation, in many cases using refrigerated produce trucks, hauls thousands of tons of Florida produce to wholesalers or market terminals thousands of miles away. In addition, a steady stream of refrigerated railway cars leave State farmers' markets each day of the shipping seasons.

The tremendous concentration of armed forces in Southern areas for training has kept much of our produce nearer home since the threat of war first loomed over the horizon. In spite of many difficulties in securing labor for planting, cultivating and harvesting, in obtaining adequate quantities of shipping crates and hampers, and in securing both labor and material for proper processing of produce, our markets have diligently striven to keep food supplies rolling in ever increasing amounts to provide for lend-lease and civilian needs as well.

How well we are succeeding in our efforts is expressed in a statement I made in a recent weekly review of crop and market conditions in which I pointed out that the Pompano State farmers' market during January of this year proved its right to the title of being the largest market of its kind in the world by breaking all records with sales of \$1,943,062 for the month. Our government has specially asked for beans during the present emergency, and from that market alone we shipped more than \$1,275,759 worth of beans during January.

During the same month Pahokee reported sales of \$284,162 of which celery, a new development in that section, accounted for \$122,362 of the total and beans more than \$100,000. Plant City, at this time of the year exclusively a strawberry market, shipped \$165,849 worth of delicious desserts to consumers in January.

We have seven State livestock markets in our system which operate on a straight auction basis. So high have their standards been set that buyers representing both National and State packers visit each in sufficient numbers to assure keen competition, which in turn guarantees top prices to our stockmen.

Needless to say that, with the exceptional demand this year, our livestock markets have been exceedingly active. However, I would like to take the time to point out a few of the advances made. Most notable increase in sales from July 1, 1942 to January 31, 1943 was at Bushnell, which reports total sales of \$116,643 for that time as compared with \$40,150 for all of the previous year. Plant City also showed a remarkable gain, reporting sales of \$85,802 for the period and \$33,335 for the entire twelve months of the preceding year.

Pine gum sales were started at Lake City this past year to meet a local need, and to January 31 had reached a total of \$6,000. Pecan auctions at Lake City, Marianna, Pensacola and Starke, totaled nearly \$50,000. Poultry and egg markets at Chipley, Dade City and Marianna showed lively increases, and our markets handling products of home industry report sales for the past seven months are about double those of all last year.

In another field the State farmers' market at Live Oak reports total sales for the seven months period ending January 31, of \$369,857 as compared with \$199,349 for last year. Tobacco accounted for \$343,857 of this total and peanuts for \$26,000.

In many of our vegetable markets no comparison can be made now with last year due to the fact that they are primarily Spring markets and no adequate picture of the coming Spring is available. Some of these markets have a good Fall vegetable deal, but it is overshadowed by the Spring volume. Included in this group are Bushnell, Florida City, Fort Pierce, Palmetto, Plant City, Starke and Wauchula. However, it is safe to say that if the Spring deal at these markets compares favorably with the

Fall deal, new sales records will be set in practically everyone of them.

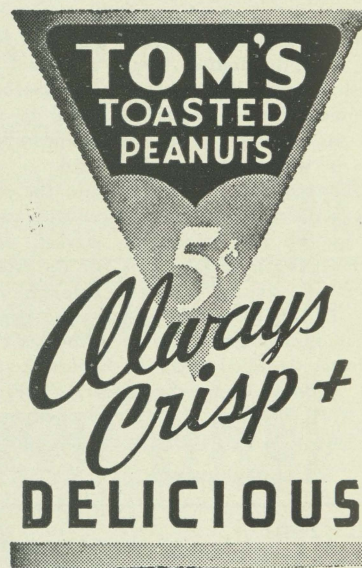
I realize that statistical figures are bore-some to most people and are seldom read except by those who are paid for doing so. However, I want to make this comparison showing just how tremendously important our State farmers' markets have become in our economic system: At the close of our first year of operation on June 30, 1935 total sales of \$518,625 were reported. On June 30, 1942 our total sales reached \$13,290,987. During the intervening years each annual report has shown an increase ranging from six percent to 171 percent over the preceding year. What June 30 of this year will show only God and the weather-man can tell, but unless some unforeseen disaster hits us, we will forge a new link in the unbroken chain of successful operation.

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MINUTES STATE ROAD DEPT.

(Continued from page 3)

vilian traffic which it allows to use said right of way, provide all necessary warning signs and guards at the points of entrance of said State Road into said Naval Station; and generally enforce the closure of said road within the Naval Station to civilian traffic.

(3) The Navy Department shall not materially disturb or change said right of way and the pavement thereon or build permanent structures thereon or do anything with regard thereto which would result in permanently destroying or changing the character of said right of way and pavement for highway purposes.

(4) The Navy Department during the time said right of way is closed to civilian traffic shall maintain at its expense said right of way and the pavement thereon under the supervision and to the satisfaction of the State Highway Engineer, and upon the termination and return of said right of way to State control, the Navy Department shall leave it in substantially the same condition as it was at the time it was closed to civilian traffic.

It is directed that this certificate be forthwith transmitted to the State Road Department of Florida at Tallahassee, Florida.

IN WITNESS WHEREOF the State Defense Council affixes its seal and subscribes its name by its Chairman and its Executive Director hereunto duly authorized, this 20th day of March, A. D. 1943.

STATE DEFENSE COUNCIL,
By Spessard L. Holland,
Chairman.

(SEAL) George L. Burr, Jr.,
Executive Director.

WHEREAS, said certificate has been entered among the records of this meeting of the State Road Department, being the first meeting of the Department since receipt of said certificate,

NOW THEREFORE BE IT RESOLVED BY THE STATE ROAD DEPARTMENT OF FLORIDA, that it hereby gives the Navy Department of the United States of America permission to divert civilian traffic from the said right of way of Florida State Road 140 described in said certificate of the State Defense Council; PROVIDED, HOWEVER, the closing of said right of way to civilian traffic shall be upon the following express conditions:

1. The permission hereby granted is terminable at the pleasure of the State Road Department.

2. The Navy Department, while exercising the permission hereby granted, shall assume full responsibility for said right of way, shall regulate and police the same, protect any civilian traffic which it allows to use said right of way, provide all necessary warning signs and guards at the points of entrance of said State Road into said Naval Station; and generally enforce the closure of said road within the Naval Station to civilian traffic.

3. The Navy Department shall not materially disturb or change said right of way and the pavement thereon or build permanent structures thereon or do anything with regard thereto which would result in permanently destroying or changing the character of said right of way and pavement for highway purposes.

4. The Navy Department during the time said right of way is closed to civilian traffic shall maintain at its expense said right of way and the pavement thereon under the supervision and to the satisfaction of the State Highway Engineer, and upon the termination and return of said right of way to State control, the Navy

The pedestrian gets a break in these days of lower speed. At least he has an even chance of outrunning the car.

Department shall leave it in substantially the said condition as it was at the time it was closed to civilian traffic.

BE IT FURTHER RESOLVED that two certified copies of this resolution be transmitted to the Naval Officer in command of the said United States Naval Air Station at Banana River, Florida.

OKALOOSA COUNTY—ROAD 10— PROJECT 4545—RIGHT OF WAY

On motion of Mr. Townsend, seconded by Mr. Ward, the following resolution was adopted:

WHEREAS, pursuant to due authorization, the State Highway Engineer has had a section of State Road No. 10, in Okaloosa County, located and surveyed and has designated the same as Project 4545 and has prepared a right of way map of said project;

NOW, THEREFORE, BE IT RESOLVED by the State Road Department that it hereby approves the location and survey of said project and directs that a copy of said right of way map of such location and survey certified to by the Secretary and the Chairman of the Department, be filed in the office of the Clerk of the Circuit Court of said County;

BE IT FURTHER RESOLVED that it is the judgment of the Department that the construction of said project is necessary, practical and to the best interest of the State, and that it is necessary that the right of way for the roadbed, ditches, and borrow pits for said project be acquired;

BE IT FURTHER RESOLVED by the Department that said County be, and it is hereby requested and authorized, at its own expense, in its name, by its Commissioners, to secure by gift, purchase or condemnation, the lands necessary for the right of way for the roadbed for said project as shown on said map or plat, to-

gether with any and all easements, for drainage ditches and borrow pits that may hereafter be found and determined necessary in the construction and maintenance of said project, and to convey the same to this Department, free of encumbrance; and

BE IT FURTHER RESOLVED that in the event the County agrees to secure the right of way for the roadbed, ditches and borrow pits for said project, that the Chairman and the Secretary of the Department are hereby authorized to execute for the Department the usual right of way contract with the County.

REVISION OF FEDERAL AID SYSTEM IN FLORIDA

On motion of Mr. Stockton, seconded by Mr. Lindsey, the following resolution was adopted:

WHEREAS, that portion of Federal Aid

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Route 3 in Jacksonville, Florida, from the intersection of Kings Road, Martha Street and Automobile Drive, along Automobile Drive, Acorn Street and West Beaver Street to the intersection of Myrtle Avenue, is now considered the best location for the construction of this Federal Aid Route; and

WHEREAS, it is considered that in lieu of said portion of Federal Aid Route 3 above described, said route be revised to extend along Kings Road east of the intersection with Martha Street and Automobile Drive to Myrtle Avenue, thence South on Myrtle Avenue to West Beaver Street.

NOW, THEREFORE, BE IT RESOLVED by the State Road Department of Florida that it hereby petitions the Federal Works Agency, U. S. Public Roads Administration, to revise the Federal Aid System in Florida as follows:

The above described portion of Federal Aid Route 3 in Jacksonville, Florida to extend along Kings Road east of the intersection with Martha Street and Automobile Drive to Myrtle Avenue, thence South on Myrtle Avenue to West Beaver Street.

BE IT FURTHER RESOLVED, that the Secretary of the State Road Department of Florida transmit certified copies of this resolution of the U. S. Public Roads Administration with appropriate maps showing the desired change of route.

DESOTO COUNTY—ACCESS ROAD TO CARLSTROM FIELD

On motion of Mr. Stockton, seconded by Mr. Lindsey, the following resolution was adopted:

BE IT RESOLVED that in response to request from Riddle Aeronautical Institute for certain betterment work on Project 5574, access road to Carlstrom Field, near Arcadia, an estimate of the necessary work will be made and submitted to the said Institute.

BE IT FURTHER RESOLVED that this Department will be willing to do the work, provided the Institute will deposit with the Department a sum sufficient to cover the full cost thereof.

BE IT FURTHER RESOLVED that it be understood that this Department has no intention of spending any money on the maintenance of this road, now or in the future.

PROPOSED POST WAR HIGHWAY PROGRAM

On motion of Mr. Stockton, seconded by Mr. Lindsey, the following resolution was adopted:

BE IT RESOLVED that this Department is in full sympathy and accord, and will cooperate in every way possible, with the post war program for Federal funds for highway purposes, as proposed in the letter addressed to Chairman Johnson by

Mr. Brady Gentry, President of the American Association of State Highway Officials, under the date of March 11th, 1943.

BE IT FURTHER RESOLVED that copies of this resolution shall be sent to Members of the Florida delegation in Congress and to the Chairmen of the Roads Committees of the United States Senate and of the House of Representatives.

NORTH BAY CAUSEWAY AT MIAMI

On motion of Mr. Lindsey, seconded by Mr. Stockton, the following resolution was adopted:

WHEREAS, the action of the City Council of Miami Beach in asking that the name of the causeway connecting 79th Street in Miami with 71st Street in Miami Beach be changed to the "North Bay Causeway," has been concurred in by the Commissioners of the City of Miami, and the Board of County Commissioners of Dade County,

NOW, THEREFORE, BE IT RESOLVED that this Department does accept this change in name and that the said Causeway be and it is hereby designated as the "North Bay Causeway."

POLK COUNTY—ROAD THROUGH ARMY BOMBING RESERVATION

On motion of Mr. Townsend, seconded by Mr. Lindsey, the following resolution was adopted:

WHEREAS, Polk County has requested this Department to construct a cut-off road from Road 30 extending around the east side of Lake Arbuckle, through the Army bombing range reservation,

BE IT RESOLVED, that the State Road Department is willing to construct the said road on a cost-plus basis, using state forces and equipment, provided the County will secure the necessary right of way through the reservation, and will deposit with this Department a sum sufficient to cover the estimated cost of all labor, materials and equipment used on the job.

INSURANCE ON WATER PIPE LINE TO KEY WEST

Mr. Lindsey moved that the Department place a 30-day binder on insurance rider on property damage insurance policy

to cover possible loss or damage to the Navy's water pipe line over the Florida Keys attached to the old Florida East Coast Railroad bridges which are being converted to highway bridges as a part of State Road 4-A by the Department's contractor, and that the Public Road Administration be advised of the Department's action and requested to participate on the 75-25% project construction costs basis for the total cost of such insurance coverage, and that the State Highway Engineer be instructed to handle all details of the matter. Mr. Townsend seconded the motion and it was unanimously adopted.

RESOLUTION OF THANKS

On motion of Mr. Townsend, seconded by Mr. Ward, the following resolution was adopted:

BE IT RESOLVED that thanks of this Department are hereby expressed to Mr. Carl G. Rose and Mr. Norman Horne for the buffet supper, and to the County Commissioners of Marion County for the luncheon, given in honor of the members and officials of the Department attending this meeting.

ADJOURNMENT

There being no further business for action at this time, the meeting was adjourned, with agreement to hold the next meeting in Tallahassee on a date in April to be set by the Chairman.

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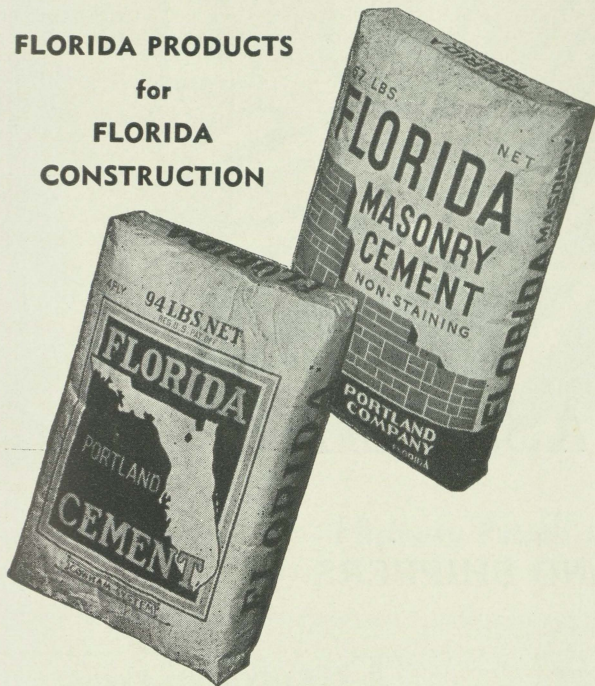
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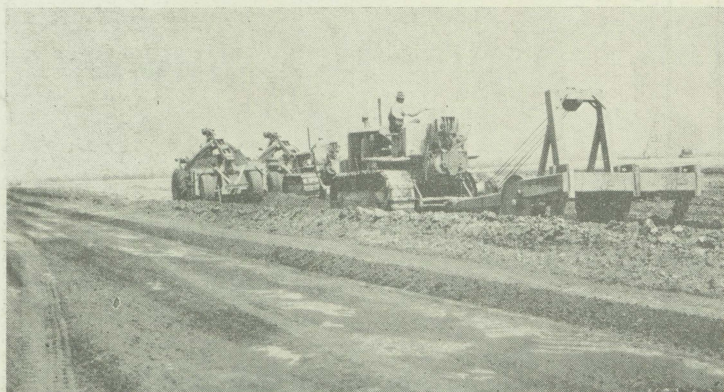
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